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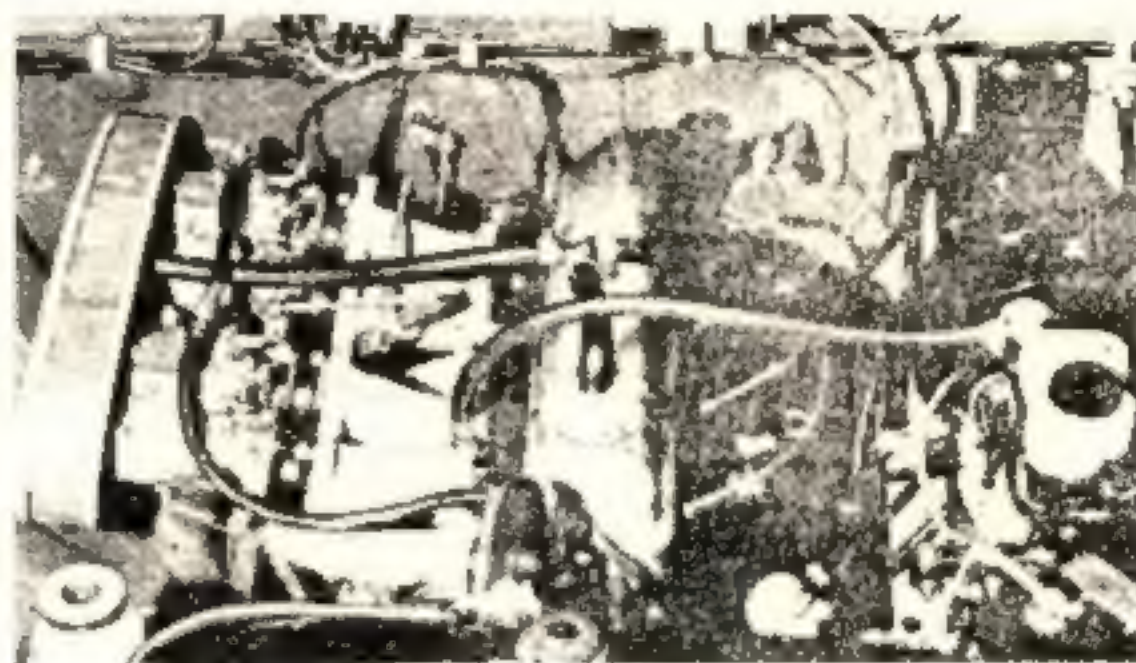
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BRITAIN'S MOTOR SPORTING WEEKLY

November 1 1973 Volume 53 No 5

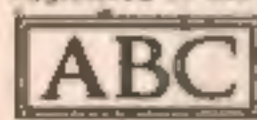
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Tony Hazlewood's Daf is a fine example of exciting hybrid saloons appearing in next year's Super Saloon Series (see page 5), a new series which could well overshadow the British GT Championship owing to the latter's bad organisation (see Editorial).



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EDITORIAL

With the deteriorating state of Group 2 saloon car racing, the British circuit owners and promoters unanimously voted for the change of the major championship to Group 1. As this country has enjoyed two good seasons of production saloon car racing at club level, one would think there would be little trouble in adapting it to the RAC Championship. But that's where you would be mistaken. Although the decision to run the RAC Championship to Group 1 was taken some months ago, the RAC will not be in a position to issue the full regulations until the end of November. That leaves intending competitors the ludicrously small amount of three months to purchase, prepare and arrange finance for their programme.

The mystery which surrounds these regulations is that originally it was intended to run the Championship to full FIA Appendix J Group 1 regulations, which seemed very sensible as everyone knew where they stood from the beginning. But oh no, that's too simple for our rule-makers. Instead they have to alter a few items; not the small irrelevant details but the sort of regulation which alters a decision as to which car to race. Many people may say that it's meant to be a production formula anyway so there's no need for intense preparation. But even the more stringent regulations adopted for the production saloon car series prove that this is simply not the case, and with more importance being attached to this class of racing next year, more manufacturers and teams will be spending umpteen hundreds or thousands of pounds in using the regulations to their advantage as best they can.

We don't deplore that, as it will happen in any formula, but we do deplore the length of time in issuing the regulations as the more time available will at least give the privateer the chance to get his car as well-developed as the works teams. But it's not as though the works teams are happy with the situation. The powers which decided next year's classes conveniently worked it out in such a way that hardly any Ford model would become a class winner; it's true that Ford have rather over-dominated the classes in Group 2, but think how many privateers use Ford cars in saloon car racing. Removing that lot from the championship, could well leave the grids quite empty.

Somehow this country always manages to do it. After making a sensible decision (to make the premier championship for Group 1), it all gets ruined because no single person is capable of making the only proper decision (to adopt the full FIA Appendix J Group 1 regulations). Instead either an ill-received association or other assorted biased parties try to swing the RAC into adopting their version of how the regulations should be, making the situation twice as bad and leaving the RAC in utter confusion, as well as the competitors who are aiming to compete in it. Nevertheless the entrants will still have to pay at least £5 in a registration fee to the RAC before starting in the championship!

our cover picture

Matra made a determined and successful bid to win the World Manufacturers' Championship this year and narrowly defeated Ferrari. The picture shows Gerard Larrousse on his way to winning Le Mans for the French constructors. Our season's review starts on page 36.

Photo : Peter Burn

Grovetwood Awards for Pryce, Brise, MacLeod, Friswell and Wood

The winners of this year's Grovetwood awards are Tom Pryce, Tony Brise and Donald MacLeod with special commendations going to Geoff Friswell and Russell Wood. The five drivers shared £2,000 and the prizes were presented on behalf of Grovetwood Securities by the Rt Hon Earl of Gainsborough at a reception held in London on Tuesday.

Tom Pryce claimed the major award of £1,000 with Brise, who received a special commendation in 1971, taking the £500 second place prize and MacLeod £300 in third. The two commendation winners received £100 each.

The Grovetwood awards were conceived in 1963 by John Danny, chairman of Grovetwood Securities, because he appreciated the need to provide practical assistance and publicity to young British racing drivers who are showing outstanding ability in the early stages of their careers. In the 11 years in which the awards have been given they have become the most prestigious prizes of their time.

The judges this year were Mike Cotton, editor of *Motoring News*, Ray Hutton, Sports Editor of *Autocar* and Tony Dron, sports editor of *Motor*. The terms of reference for the judging panel remained as always; the choice to be from the drivers who in their opinion are showing outstanding promise in the early development of their racing careers, having regard to the cars and facilities at their disposal.

This year has not thrown up any outstanding new talent and the choice lay between several drivers who have passed the "talented newcomer" stage but have begun to show certain maturity in their approach.



Tom Pryce — first.

Twenty-four-year-old Tom Pryce has only been in racing since 1970 but in three years he has come a long way up the

ladder and was really the only logical choice for the number one award. When not racing Pryce lives in his native Wales, where, from the age of 16 until he was 20, he trained as an agricultural engineer. His interest in racing came about through reading the magazines and in 1969 he sold his road-going Mini in order to finance an MRS course at Silverstone. In 1970 the *Daily Express* ran a competition for the MRS pupils at Silverstone, the prize being a new FF Lola T200. Tom won the competition easily. He raced the Lola for the latter half of 1970 and early in 1971 before turning to F100 where he won the championship in the ex-works Royale RP4. He also drove a Royale RP9 in SuperVee and was the highest placed British driver in the European Gold Cup series.

In 1972 he moved in F3 with the works Royale and in his first race left the opposition standing to win the first round of the Shell championship supporting the Race of Champions. He proved very quick on several other occasions gaining a number of pole positions but mechanical failures and a few accidents, one of which ended in a broken leg, robbed him of further successes in F3. At the end of '72 he moved in Formula Atlantic with Royale and had a good win at Brands at the end of the year.

This year he started off again in Atlantic scoring successive wins at Mallory, Snetterton and Brands Hatch. His mechanical misfortunes struck again though and he was out of the results for some time. In June he made the switch to F2 when a fellow Atlantic driver, Chris Meek, bought him one of the Rondel Racing Motul M1s. The car was run and prepared by the works and right away Tom put up some impressive performances. His best result in F2 was a second at Norisring.

Next season he hopes to continue in F2 although he is interested in F5000 and has his sights firmly set on F1.

Like Pryce, Tony Brise started car racing in 1970 although he had got nine years of Karting experience behind him. Like many other successful young racing drivers of recent years he had been British Kart Champion and the transition was a mere formality. He did a full season of FF in 1971 winning 30 races with his Elden.

In 1972 he moved into F3 with a works supported Brabham before switching to a GRD in the second half of the year. He won seven races and at the end of the season was showing really excellent form which marked him as the man-most-likely-to-in-F3 for 1973.

He stayed with GRD, spon-



Tony Brise — second.

sored by his local newspaper the *Kent Messenger*, for the early part of the season before switching to a March. After gaining an honours degree at Aston University in July he got down to some serious racing again and quickly showed his end of '72 form and quickly climbed up the championship tables. He clinched the prestigious John Player title with a superb win at the final Brands Hatch round and with just one round left of the Lombard North Central championship he had a handy lead.

In his spare time, Tony is a director in charge of Bardahl Oil importation, based at Swanley in Kent near his home in Wilmington. Recently engaged, he has set his sights on F2 for next year but is also considering F5000, "the object of the exercise is to get in to Grand Prix racing."



Donald MacLeod — third.

Winner of the third award is 26-year-old Donald MacLeod who hails from Scotland but now lives in Wokingham. He says he has always been interested in motor racing but it was not until 1969 that he decided to do something about it. He took courses at both MRS and the JRRDS before

building his own Dulon LD4C for 1970. During that year he had four wins but with the same car in 1971 he only had one further success.

1972 was far more successful. The Dulon was swapped for a Lotus 89 and he scored seven wins which made him a joint winner of the Scottish FF championship and fourth in the BOC.

This season he started out with a 1968 Merlyn but despite its age it gave Donald some good races and a number of wins early on in the season. In June he switched to a Van Diemen, a new car designed and built by Ralph Firman in Norfolk. The car was an immediate winner and he was able to keep up his championship challenges. He eventually won the big one, the BOC, and finished second in the STP championship.

MacLeod, who is a zone salesman for BMW, has raced a G1 BMW on occasions and next season he plans either Formula Atlantic or F2. Being a Scot his heroes are not unnaturally Jim Clark and Jackie Stewart and he wants to be the next Scotsman in F1.



Geoff Friswell — commendation.

Geoff Friswell has been competing in motor sport since he was 16 back in 1961. He started in motor-cycle scrambling which he continued until 1968 when he acquired a Nicholson MGB. An engine blow up put an end to that after eight races and he moved in F4 with a Vixen for 1968 and 1969. Shortage of money brought about temporary retirement towards the end of 1969. In 1970 he bought the ex-Bev Bond Brabham BT21B hopefully for F3 but deciding he would not be competitive he fitted a twin cam engine and did

Pit and Paddock

Jacky Ickx signs for John Player Lotus

Jacky Ickx signed for John Player Team Lotus on Monday. It had been widely rumoured that the Belgian would put pen to paper for the team although the actual form of the contract is not known. The short statement said it was exclusively for F1 but it did not say for how many years or whether he would be able to

ickx exclusively F1 for JPTL.



do any sports car racing; under the normal terms of a Lotus contract a driver is not allowed to drive any other make of car.

Ickx's signature for JPTL means that he has once again changed his brand of cigarettes. At the end of last season he switched to Marlboro from Kent "not for the money but because I think it is a better cigarette"; presumably the JPS is better still.

This of course gives JPS another very strong team for next season. Ickx's only really competitive F1 outing this year was in a "one-off" drive for Yardley McLaren at the Nurburgring

when he finished a healthy third. He also showed good form in the Iso Marlboro at Watkins Glen and with Ronnie Peterson next year he could well recapture the form which gave him eight GP wins in his years with Brabham and Ferrari.

Ickx's first assignment for his new team will be tyre testing at Paul Ricard and his first race will be at the Argentine GP in January. Meanwhile his predecessor at JPS, Emerson Fittipaldi, will be testing for McLaren but the Marlboro announcement cannot be made until his Player's contract runs out on December 31. McLaren of course have problems over announcing the deal also as they are tied to Yardley. The situation with the cosmetics firm is still not sorted out and the name connected with the seat this week is Mike Hallwood.

Gardner tests new Formula 1 Lola

The Lola T370 Formula One car turned a wheel for the first time at Snetterton at the beginning of this week. The whole operation was shrouded in secrecy at the circuit as Frank Gardner gave it

the preliminary work out.

Lola's Derek Ongaro was not prepared to say anything about the car on Monday. "It's got four wheels and a wing." Somebody who saw it up at Snetterton likened it to the latest McRae with big side tanks and a wing hung a long way behind the car.

This car is very much the prototype and exactly how many cars will be built depends on Graham Hill and his sponsors finalising the details of their plans for next year.

This is the first F1 Lola to be built by Eric Broadley's company for over 10 years and following the company's tremendous success in F3000 over the past three years its performance will be watched with great interest. It is perhaps significant that Lola and Eagle are both building F1 cars after a number of years absence while GRD are also embarking on an F1 project.

● The first winner of the GT40 OC Paul Hawkins Memorial Trophy is Anthony Hutton whose GT40 Mirage accumulated 33 points in the seven-event series. Second was John Cooper with 27 and third Steven Smith with 25.

In 1971, when he had three Super Vee races also, he finished third in the BOC and Townsend Thoresen championships.



Russell Wood — commendation.

He got married at the beginning of 1972 and his wife Jane helps him run his two trendy clothes shops in Kingston and Croydon. That year he moved into F3 with a March and while everyone was complaining about their cars he scored some good placings which was rewarded with the second works STP car for the second half of the year.

This season he stayed in F3 with a semi-works March and he started the year with wins at Brands Hatch, Oulton Park and Silverstone. A testing accident and then endless engine problems kept him out of the top placings for the rest of the year but he finished third in the John Player Championship.

His racing plans for next season have yet to be finalised but he is hoping to do F5000 or F2.

Groewood Awards cont.

the BOC formula libre championship. This was something of a disaster with a number of mechanical failures and minor crashes.

Things took a big turn for the better in 1971 when he turned to a competitive class of racing he could afford, Clubman's sports cars. With a great deal of help from his friend Ray Mallock he built one of the Mallock U2s and although starting fairly late in the year he came second to Ray in the championship. Sticking with Clubman's in 1972 he won the 1600 championship by scoring 14 wins from 19 starts.

This season he went back to single seaters with an ex-works Surtees TS10 in Formula Atlantic. The car proved difficult to get to terms with and he wrote it off at Mallory Park in May. His father, a Coventry builder, came to his rescue and with bits and pieces from the Surtees he built up a March 73B. Immediately he became a front runner and after several high placings scored a couple of wins which gave him third place in the Yellow Pages championship.

Geoff does all the preparation of this car himself, except the engines, and plans to continue in Atlantic next year. He would like to get into F1 but failing that F5000 in Europe and America.

Twenty-nine-year-old Russell Wood made his racing debut in 1971 in an FF Merlyn. He had always wanted to get into racing and had numerous accidents on the road so his sister gave him an MRS course for his birthday "to get it out of my system." It did not happen quite like that though and he continued in FF for two years. A Palliser followed the Merlyn then a works Royale.

Castrol back RAC G1—

no regs yet

Castrol are to sponsor the 1974 RAC British Touring Car Championship for Group 1 cars after giving their support to the club production saloon car series for the past two series. Since next year marks the 75th anniversary of the founding of the Castrol company, the series is to be titled Castrol Anniversary Touring Car Championship.

Incredibly the RAC will not be publishing the regulations until the end of November—just three months before the first round—although the already-announced classes of a) over 4000 cc; b) 2501 to 4000 cc; c) 1601 to 2500 cc and d) up to 1600 cc have been confirmed. Each class will be designated with a different roof colour—red for A; blue for B; green for C and white for D. Competitors will have to register for the championship at a cost of around £8 and a permanent number will be allocated to each for use throughout the series.

With regards to the regulations, the Castrol release explained that "it will be for FIA Appendix J Group 1 touring cars although consideration is being given to the possibility of modifications to the regulations as regards control of tyre sizes, freedom of springs and the use of a lsd." Whatever the reasons not announcing the regulations until the end of November is simply not good enough for competitors to sort out their plans and it's certain to have detrimental repercussions on entries. But why can't the full FIA G1 regulations be used as they are?—they're good enough for the rest of Europe!

The 13 rounds planned for the series are: March 10, Mallory Park; March 17, Brands Hatch; April 7, Silverstone; April 13, Oulton Park; April 15, Thruxton; May 12, Silverstone; May 27, Thruxton; July 21, Brands Hatch; August 17, Inghelton; August 26, Brands Hatch; September 8, Oulton Park; October 6, Snetterton; October 20, Brands Hatch.

F2 Association press ahead with demands

There was a meeting of the F2 Association in London on Monday for further discussions on the arrangements for next year. The real purpose of the meeting was for John Surtees, John Coombs and Peter Gaydon to report on their meeting with Emile Brazing of the organisers and for Gaydon to report on his meeting last week with Claude Le Guezec of the CSI.

The significant fact to emerge was that the CSI did not ratify the organisers' proposals and

financial scale at their last meeting which is seen as a fairly significant victory.

The Association decided to press ahead with their demand for unlimited participation of graded drivers and the increase in the financial scale and they have "firmly placed hopes" that these will be accepted at the next CSI meeting on December 14 which Peter Gaydon has been invited to attend representing the constructors.

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Pit and Paddock

New Super Saloon Series

A Super Saloon Series in 1974. That's the exciting news that will bring together the best in hybrid racing saloons at eight major meetings next year incorporating most British circuits. Following the successful Westwood Cup idea at Silverstone in October, leading entrants and drivers in the race formulated plans for a lucrative series for these cars next year and most of the groundwork has already been completed, with great support.

Prize money of around £1,000 per round is expected for each of the eight rounds and already ten leading names have pledged their support, some by lodging deposits of entry fees for all the rounds. Those taking part in all rounds include Gerry Marshall with his new V8 Repco-engined Ventora, David Howes' exciting American Motors Javelin, Colin Hawker's Formula 1 DFV-engined Ford Capri, Ian Richardson's exciting Chevrolet Corvair (and that is really something), Mick Hill's Boss Capri with a new engine, Tony Strawson's Silverstone record-breaking Capri, Tony Hazlewood's spectacular big-engined Daf 55, something ultra special from BMW for a driver to be nominated, Chris Meek's ultra-quick Escort and a new device from former Mini man Geoff Wood. What a line-up but many more top saloon car names are also very interested in

this new series and at least 20 Super Saloons are expected to appear in each round. In the advent of overfull grids, qualifying will take place in practice.

The series will be organised by the BRSCC and will be run to 1974 RAC special saloon car regulations with particular attention being paid to the fitting of full roll cages. The races will be mainly of 15 laps duration and prize money will probably cover the whole field, starting at around £200 for first place while there will be an added incentive of £50 for the first 2-litre Super Saloon. Interested sponsors for this new Super Saloon series should contact Peter Browning at the BRSCC, while Motor Circuit Developments' John Webb has given his support to the series by incorporating it at his major meetings on MCD circuits next year.

The dates for the six English rounds are: April 13 Snetterton (International meeting); May 5, Brands Hatch (one of MCD's big promotion meetings); May 27, Oulton Park (International); July 7, Croft (star race at national meeting); August 4, Silverstone (International); and October 13, Mallory Park (International). There will be, in addition, a round at Mondello Park with that date to be finalised and in Scotland, the Ingleston organisers are holding a round on August 18.

Warner comments on F1 rumour

Following a report in *Motor* last week that GRD were building an F1 car for next year designed by Maurice Phillippe and to be sponsored by Myson, Mike Warner had this to say: "I don't buy the magazine because I don't consider it a racing magazine and anyway I get *Autocar* free. Their gossip writer should check on his facts instead of listening to his prospective brother-in-law (Tom Walkinshaw) who is not even a member of the current racing scene."

"I have always said that GRD will not participate in F1 as a company and that policy still stands. We are investigating F1 and possibly will have a car ready for testing by the middle of next year."

Parsons the champ

Benny Parsons, a 34-year-old one-time cab driver from Detroit, became NASCAR's Grand National champion and winner of the Winston Cup at Rockingham, NC, on October 21.

With Richard Petty and Cale Yarborough both still in the title hunt prior to this final round of the '73 NASCAR season, Parsons could not take things easy. Things looked bad early in the 492-lap race when he got involved in a seven-car pile-up on the 13th lap which badly damaged his privately-owned Chevrolet, but parts

salvaged from another competitor's car got him back into the race after more than a hour's work in the garage area.

Petty retired his STP-Dodge with engine failure after 198 laps, and Yarborough dropped from second to third place on the last lap when a tyre went soft on his Chevelle, so Parsons was able to claim the title with 308 laps completed.

Race winner was Mercury driver David Pearson, a lap ahead of Buddy Baker (Dodge). It was the 11th victory of the season for Pearson, who led for 391 laps in all.

Donohue dominates Riverside



Mark Donohue won four races at Riverside last weekend before announcing his retirement. He won both CanAm races and two of the Champion Porsche events (the other went to George Follmer). In the above picture Redman leads Donohue, Redman's Polak Porsche retiring from second place at Riverside with broken suspension. Jody Scheckter's Polak Porsche worked up to third after starting from the back when the gearbox broke in the heat, but retired with damaged bodywork after clipping one of the ridiculous tyre markers. Follmer retired for the same reason in both races.

Brian Hough tragedy

One of modsports staunchest competitors for the past four seasons, Brian Hough, was tragically killed at Thruxton last Sunday. Hough, whose Mayfield Motors business based in Wallasey, Cheshire distributed TVRs, was driving the ex-Richard Taft/Ted Worswick, semi-works 5.4 Litre TVR Tuscan in the race as he has done all season, in an attempt to clinch the over 3 litre class of the Blue Circle championship.

Hough started racing in 1960 with an ex-F2 1953 Cooper Bristol which sported a Williams and Pritchard sports car body and scored a few wins at Oulton and Aintree until having a serious accident at Oulton in 1961 when the front wishbone collapsed. The car was rebuilt and after one win in 1962, it was sold. Hough then gave up motor

racing until 1965 when he raced a F3 Cooper-BMC with disappointing results and when that was sold, he retired from racing until 1969 when his 3 litre V8 engined Tuscan first appeared. After successes in local meetings, Hough concentrated on the championships in 1971 and won both the STP and Chevron Oil championships as well as winning the BARC's President Cup. Last year was nearly as successful with the same car, again winning outright the STP modsports championship and taking the class in the BARC Chevron Oil series. That car was then sold to Ed Stephens, and Hough took the helm of the bigger Ian Richardson-engined Tuscan.

Brian Hough was 37 years old and to his wife, and two children Autosport offers its deepest sympathy.

Brian Hough at Thruxton before his fatal accident with the TVR.



● Peter Hanson and not Vince Woodman won the 1300 class of the RAC British Group 2 Touring Car Championship. An error in the Brands Hatch programme made it seem that Woodman had

a chance of taking the class lead but this in fact was not so, and Hanson only ran the 2 litre Escort of John Hanson as he had already clinched the class title and the 1300 car had been sold.



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EMBASSY EUROPEAN RALLYCROSS CHAMPIONSHIP

Double points at the Final at Lydden on Saturday, 3rd November, 1973.

Championship positions so far:

			Points
1 John Taylor	Escort	GB	59
2 Franz Wurz	VW	A	54
3 Rod Chapman	Escort	GB	53
4 Stig Blomqvist	Saab	S	51
5 Jan de Rooy	Daf	NL	48
6 Per Eklund	Saab	S	42
7 Harry de Rooy	Daf	NL	38
8 Hugh Wheldon	Mini	GB	35

Come to Lydden on Saturday, 3rd November or see the Final on BBC Television.

Pit and Paddock

Mark Donohue retires

After winning the final CanAm race at Riverside last week and clinching the championship for Roger Penske's Sunoco Porsche team, Mark Donohue announced his retirement from racing.

His decision to quit has meant that within the space of two weeks, two of the most successful driver/team manager combinations of modern times has called a halt to its racing partnership. For Mark Donohue and Roger Penske have been the Jackie Stewart and Ken Tyrrell of American racing. Donohue will continue to be very much involved in racing however as he will become general and racing manager of Roger Penske Racing Enterprises.

Donohue started racing in 1959 with a Chevrolet Corvette in hill-climbing. In 1961 he bought an Elva Courier and with it won the SCA national amateur championship. In 1963 with a Mustang and Lotus 20B he won two more amateur national championships before starting his legendary partnership with Roger Penske in 1968. Penske himself had just retired from a successful racing career and it surprised most people when he chose the inexperienced Donohue to race his team cars. The judgment was justified however when the crew-cut "baby face" Mark finished second overall in the new CanAm series driving a Penske Special. In 1967 he won six out of eight US Road Racing Championship events and took the championship while the Penske Special gave him third in the CanAm series.

In 1968 and '69 the Penske/Donohue partnership took the TransAm championships for Chevrolet while '69 saw their Indy debut. Donohue finished seventh and won the Rookie of the Year award. The following year he finished second and finally won it in 1972.

The team also competed in

occasional long distance sports car races. With Chuck Parsons Donohue took Penske's Sunoco Lola T70 to victory at Daytona and in 1971 the team ran a Ferrari 512M at several races including Le Mans where it was leading before the engine broke.

Single seater racing did not really feature strongly in his career until the 1970 Indy involvement. Since then he had competed spasmodically in USAC events while in 1971 he did the Canadian GP in a Penske-White run McLaren M19. In Canada, where the conditions were bad in the extreme he drove with tremendous skill to finish third. Since then he has not done any F1 although many teams wanted his services.

This year he has won the CanAm championship while he also did part of the L&M F5000 series in a much modified Lola using an American Motors engine and gained a number of high placings.

It has not been so much the number of victories which has given the Donohue/Penske set up its reputation more the thoroughness in which they go about it. Penske organises everything in meticulous detail while Donohue, a mechanical engineer graduate, is in charge of the preparation and driving of the cars. His reputation for sorting cars is almost unrivalled throughout the world.

What will happen now? The situation is not too clear although it has been announced that Peter Revson will drive for the team in the big 500-mile USAC events next season. With the recent acquisition of Graham McRae's factory in Dorset it is thought that they will embark on an F1 programme in the near future. Drivers are scarce at the moment but it would not be surprising to see them take over the running of an established team.

USAC legislation changes

Speeds at Indianapolis and other USAC circuits are expected to drop in 1974 following the introduction of new legislative restrictions introduced last week by US Auto Club.

Wing size in future will be restricted to the F1 limit of 43 sq in (last year it was 55), and although there is no change in wing location, the rule is expected to increase lap times in spite of expected higher straight-away speeds.

Also agreed by USAC was a reduction in the amount of fuel allowed to teams for their races. No car will be allowed to use more than 280 gallons for a 500-mile race. Limits at the beginning of 1973 were 375 gallons, dropping to 340 after the Indianapolis accident had caused a re-

think.

Some USAC authorities predict a drop of 20 mph in speeds at Indianapolis, where pole-winner Johnny Rutherford failed by only fractions to beat the 200 mph barrier this year. A further "bonus" of the new regs will be to increase the reliability of the turbocharged 4-cylinder Offy engines, since a combination of wing and fuel limit rules should result in redesigned engines giving around 660 horsepower instead of 1973's reported 1,050.

The rule introduced after Indianapolis to limit fuel carried on board to 40 gallons has been retained. The fuel must be contained in a safety cell on the left hand side of the car, in spite of criticisms that this can lead to instability.



These are the first pictures of the new Chevron B26 which will debut in the Springbok series this weekend. Basically it has a brand new full monocoque chassis with deformable structure fitted with the well-proven B25 F2 suspension. The bodywork is all new also and incorporates the rear wing.

The Derek Bennett design has been fully tested by the designer himself and in South Africa will use a Brian Hart BDA and be driven for Team Gunston by John Watson and Ian Schechter. Production of the new car is now well under way and the first six have been sold to Japan.

Redman signs for Hall/Hass again

Brian Redman has signed a contract with Americans Jim Hall and Carl Hass to race exclusively for them in F5000 and other events next season.

This of course means that he will not be able to drive for UOP Shadow, who have recently been talking to him with regard to a full F1 season next year.

Redman, of course, drove for the Hall/Hass team this season with their specially developed F5000 Lola T330 in which he finished second to Jody Scheckter in the L&M series.

Lunger signs for and tests Eagle

Dan Gurney wants an American in the Formula 5000 Eagle which he will be running in US and European races next season. It seems. Last week, Brett Lunger was in California to test the prototype car and to sign a contract with Gurney's organisation.

This means a break for Lunger (29) from the Carl Hogan team which for the past two seasons has run the competitive pair of Hagger Slacks Lolas for David Hobbs and Lunger in the L&M championship. By undertaking a parallel (if rather less successful) programme of F2 in Europe, it seems that transatlantic experience has finally paid off for the busy and ambitious American.

Reports from California indicate that early setbacks with the new Eagle have been overcome. The overheating difficulties have been ironed out, and steering problems eliminated by isolating the steering rack from the in-board front brake discs.

First reported customer for an Eagle is Argentina's Nestor Garcia "El Nene" Veiga. According to Veiga, the list price is to be \$36,000, almost twice the expected price of a 1974 Lola.

F1 Lyncars take shape

The two Lyncars being built for John Nicholson's F1 debut next year are already well on their way, with the current projected appearance date being the Race of the Champions in March, 1974.

Some experience has been gained with the DFV engine attached to the back end of the David Good's hillclimb car, while Nicholson expects the front suspension to be pretty much the same as his current championship winning Atlantic car. The main area of redesigning is in the actual tub where the extra fuel will be accommodated. Nicholson expects the driver area to be fairly far forward to make way for fuel in a large seat tank.

On the Atlantic side, two cars will be built over the winter for sale next year, although surprisingly, Nicholson hasn't actually been approached by any customer in particular.

Modsport classes

At Thruxton on October 28 a meeting of modified sports car drivers took place to discuss the regulations for 1975 onwards. Agreement was reached to leave all regulations basically as now with certain clarifications except on the subject of class limits. It has been decided to hold a ballot to decide the majority decision of the following alternatives: A up to 1150; 1151-2000; 2001-3000 and over 3000 cc. B up to 1150; 1151-1300; 1301-3000 and over 3000 cc or C up to 1300; 1301-2000; 2001-3000 and over 3000 cc.

All drivers must send their vote immediately to Andrew Talbot, Aston Lodge, Aston, nr. Runcorn, Cheshire WA7 3BZ, as a decision must be reached by the end of the year. For 1974 classes will be as this year's Blue Circle rounds, ie option A.

Pit and Paddock

BRANDS HATCH

Lombard North Central F3 Championship leader Tony Brise seems set to take the title at Brands Hatch this Sunday, but the 30 lap race contains a good entry including Mo Harness, Russell Wood, Ian Taylor, Mike Wilds, Masami Kuwashima, Richard Roberts, and Brian Henton. The Lotus Elans of John Pearson and John Evans should make for good racing in the modsports race and there are two well-supported special saloon races, the big one of which includes Gerry Marshall's Firenze, Colin Hawker's Capri-DPV and Nick Whiting's Escort. Syd Fox heads the FF entry for which there are two races and the remainder of the programme comprises a Mini Miglia and Mexico race. The Maidstone & Mid Kent MC promotion starts at 1.30 pm.

SNETTERTON

Following last year's successful innovation, the BRSCC are repeating their Formula Ford Festival at Snetterton this Sunday. There's a mass of over 140 Formula Fordsters who will take part in four heats, before being seeded down into two semi-finals and then a grand final over 25 laps. The first race starts at 10.30 a.m. with the final at 3 p.m. and the festival party and disco at 5 p.m.

LONDON-BRIGHTON

The annual London to Brighton commemorative run of the RAC will take place on Sunday, November 4. This year, the police have permitted a slight increase in numbers, 370 taking part, though there are still some reserve entries. Of these 270, 10 have crossed the Atlantic, seven from Holland, five from Germany, three from Belgium, two from Sweden, and one each from France, Luxembourg and Portugal.

Car No. 1 will be flagged away from Hyde Park at 8 am and is an official entry from Mercedes in Germany, no less! It is actually a product before the name

Mercedes was used, an 1893 Cannstatt-Daimler. It is a machine of almost incredible crudity and Mr Kern, its brave driver will have to push it fairly hard to reach Brighton before the RAC shut up shop at 4 pm.

Thus, there will be activity on the Brighton road for most of the day, but some of the cars are capable of doing the journey non-stop at the maximum permitted average of 20 mph. Spectators should expect to see the leaders at Croydon around 8.40, Redhill Cross Roads at 9.10, Gatwick roundabout at 9.30, and Bolney at 10.15. Don't worry if those times are too early for you on a cold Sunday morning, for most of the cars will be far later, depending on how much mechanical trouble they have and how severely they are baulked by modern traffic. It's very unkind to make a veteran slow down on a hill, for he may then be stuck in bottom gear all the way to the top.

Among the people to look out for are Stirling Moss, driving a 1903 Daimler No. 154, Basil Davenport on the 1902 Century Tandem No. 114, Nell Corner in the 1901 Mors No. 98, and Jack Sears in the 1904 Mercedes No. 288. It is hoped that Bill Lake's Paris-Vienna 1902 racing Mors No. 127 will be ready this time, the engine having a capacity of more than 2½ litres for each of its four cylinders, and your very own Technical Editor will be representing AUTOSPORT in Panhard No. 204.

Derek Huntley

We regret to report the sudden death at Snetterton last Sunday of Derek Huntley from Sunderland. Huntley had enjoyed a very successful season in the North East with his FVC-engined Escort after successes in the past two seasons with an Escort TC. At Snetterton while practising his Escort with a new engine installed, Huntley felt unwell—possibly through fumes—and subsequently collapsed and died in the paddock. To his wife and family AUTOSPORT offers its deepest sympathy.

Laffite wins at Arras

John Player Formula Three Champion Tony Brise went to Arras last weekend to take the French F3 drivers on in a French championship event. His Kent Messenger March was fitted with a none too powerful engine and he had to struggle to keep up. However overall on the two heats he finished fourth behind Jacques Laffite (the French champion) Jean-Pierre Paoli and Alain Serpaggi.

The first heat on the short

twisty circuit was won by Christian Ethuin from Laffite and Serpaggi who were all very close while Paoli, Brise and Leclerc made up the next bunch.

In the second heat Ethuin retired and Laffite won comfortably as Paoli, Jean Ragnotti, Brise and Leclerc took the next four places all close together with Serpaggi sixth. Brise was also troubled in the heats by the brakes locking as he went down the short straights.

Championship positions

STP Formula Ford Championship: 1, Derek Lawrence, 70 pts; 2, Donald MacLeod, 44; 3, Richard Hawkins, 37; 4, John Murphy, 31; 5, Mike Young, 23; 6, Richard Parsons, 18.

Jaybird Raceway Formula Libre Championship: 1, Bobbie Bell, 48 pts; 2, John Jordan, 28; 3, Mark Lyndford, 20; 4, David Carr, Jim Moore, 9; 5, Alex Selman, 8.

Kettering Tyres Championship: 1, Mick Hill, 17½ pts; 2, Neil Corner, 16½; 3, Brian Joseph, 12; 4, Tony Hucklewood, 12; 5, John Harper, 11; 6, Don Willard, 10.

Tricentini Clubmans Formula Championship: Up to 1000 cc: 1, Martin Young, 75 pts; 2, Peter Cooke, 56; 3, Christopher Brown, 57; 4, Martin White, 5; 5, David Audson, 4; 6, Keith Newman, 4; 1000 to 1600 cc: 1, Frank Sumner, 20 pts; 2, Richard Cullen, 17; 3, Vernon Davies, 12; 4, Sid Manton, 5; 5, Bob Cuthbertson, 4; 6, Tony Colclough, 3.

Baco Unimo Special Saloon Car Championship: Up to 800 cc: 1, Mike Oden, 32 pts; 2, Roger Galt, 18; 3, C. Brown, 14; 801-1000 cc: 1, Peter Baldwin, 18 pts; 2, Richard Long, 15; 3, Sedric Bell, 12; 1001-1300 cc: 1, Ian Briggs, 19½; 2, Bob Fox, 17; 3, Jim Palmer, 11; Over 1300 cc: 1, Mike Hill, 32 pts; 2, Tony Hucklewood, 19; 3, Tony Straker, 22.

Vanderbilt Award for novices: 1, David MacLeod, 48 pts; 2, Mike Davenport, 36; 3, C. Newman, 37; 4, David Bursford, 37; 5, Tim Galt, 27; 6, Alan Cornwell, 16.

Six Power Manpower Championship: 1, Brian Jordan, 122 pts; 2, Alan Bell, 101; 3, John Doughton, 95; 4, Trevor Scarran, 87; 5, Bruce West, 72; 6, Brian Telf, 69.

Low-cost Formula Four National Championship: 1, Fergus Tay, 80 pts; 2, Dave Griffiths, 75; 3, Michael Oden, 57; 4, Andrew Stevens, 51; 5, Glenn Hyatt, John Webb, 50.

Tarmac British Racing Championship: 1, Frank Gardner, 74 pts; 2, Peter Galt, 44; 3, Colin Vandervell, 43; 4, Russell Wood, 42; 5, Tony Brise, 40; 6, Brian Muir, 39.

Rothmans 2000 European Championship: 1, Teddy Pilette, 126 pts; 2, Tony Dean, 123; 3, Keith Ingham, 116; 4, Steve Thompson, 114; 5, Guy Edwards, 102; 6, Tom Brice, 97.

Charles Heidebreck Challenge: 1, Keith Ingham, 48 pts; 2, Peter Galt, 43; 3, Tony Dean, 35; 4, Brian Langer, 36; 5, Graham McRae, 29; 6, Gilt van Lennep, 24.

John Player Formula 3 Championship: 1, Tony Brise, 123 pts; 2, Alan Jones, 121; 3, Russell Wood, 119; 4, Jacques Laffite, 112; 5, Ian Taylor, 70; 6, Masami Kuwashima, 35.

British Openwork Golden Helmet Formula Ford Championship: 1, Dennis MacLeod, 104 pts; 2, Bob Arnold, 93; 3, Frank Mader, 31; 4, Stephen Smith, 29; 5, Syd Fox, 25; 6, Dick Parsons, Roger Manning, 16.

Lombard North Central Formula 3 Championship: 1, Tony Brise, 36 pts; 2, Richard Roberts, 34; 3, Russell Wood, 29; 4, Alan Jones, 25; 5, Leona Fildes, 20; 6, Mike Wilds, 21.

MCD Special Saloon Car Challenge: Up to 800 cc: 1, Neil Corner, 105 pts; 2, Alan King, 61; 3, David Emery, 25; 4, T. Williams, 24; 5, Norman Bowers, 21; 6, Jeffrey Higgins, 14; 801-1000 cc: 1, Alan Chalker, 91 pts; 2, Ray Edges, 41; 3, Peter Baldwin, 41; 4, Rod Mason, 27; 5, Sedric Bell, 15; 6, M. Sullivan, 14; 1001-1300 cc: 1, Bob Fox, 33 pts; 2, Bernard Bird, 25; 3, Bob Jones, 29; 4, J. Chappell, 23; 5, Conway, 22; 6, Andrew Wheldon, 24; Over 1300 cc: 1, Tony Suggs, 104 pts; 2, Tony Mann, 48; 3, Dave Middleton, 34; 4, Chris Moss, 34; 5, Nick Whiting, 20; 6, Colin Walker, 20.

Silver Cup Super Vee Championship: 1, John Morrison, 48 pts; 2, Mark Lishard, 36; 3, Steve Tipland, 33; 4, Derek Cook, 23; 5, Tony St G, Matthew, 21; 6, Peter Mann, 16.

Volkswagen/GS/Ltd National Formula Vee Championship: 1, Bruce Vane, 93 pts; 2, Keith Ingham, 79; 3, Brian Urwin, 38; 4, Jeremy Handford, 22; 5, M. Woodman, 22; 6, P. Wilkinson, 19.

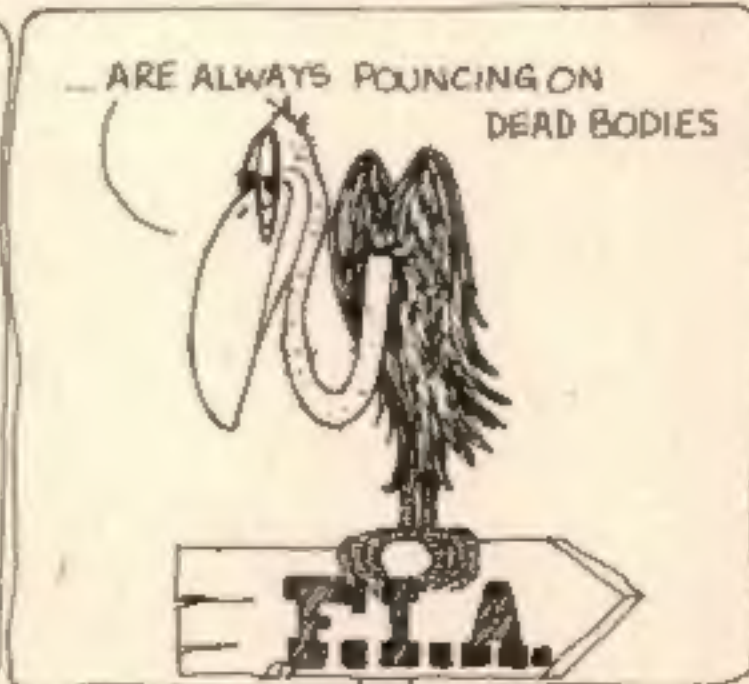
BRSCC (SW) Formula Ford Championship: 1, Chris Power, 31 pts; 2, Bryan Sharp, 23; 3, Roger Bruce, 17; 4, Jeremy Russell, 15; 5, P. Colterred Nunes, 12; 6, Donald MacLeod, Roger Orsck, 9.

● John Wickham, former competitions secretary of the BARC and this year's Team Surtees F2 manager, has resigned from the Edenbridge set-up and left yesterday (Wednesday).

There will almost certainly be no Brazilian F2 Torneo series this year. The projected two race series has been put in jeopardy because the new circuit outside Brasilia is not completed.

CATCHPOLE

By Barry Foley



Achim Warmbold

By JOHN DAVENPORT

It is a fact that nationalism is not dead even in a united Europe. Despite the internationalism of motor sport and especially rallying where it is nothing unusual to find a Swede driving a Japanese car navigated by a Frenchman, manufacturers' teams definitely have a preference for using their own nationals. However, until recently the rally scene was pretty well dominated by Scandinavians with the occasional French or British driver getting a look in from time to time. If you were running a German team, you had plenty of first-class racing drivers to call upon, but precious few top-flight rally drivers. In the early sixties, Germany led Europe at rallying as can be seen by the fact that Walter Schock was European rallies champion. In 1960, Hans Walter took the title in 1961 and the great Eugen Bohringer completed the German hat-trick in 1962. Since the beginning of the seventies, Germany has been experiencing a rally boom, maybe not so large and vigorous as the one in Britain or the one in Italy, but a boom nevertheless. Now like Munari in Italy or Clark in England, it too has its folk hero and champion, Achim Warmbold.

This unassuming 32-year-old seems to have been sprung on the rally world overnight but like most success stories, there is more to it than that. The man who can beat Renault Alpine with a rear-driven, front-engined car was born in Duisburg on July 17, 1941. His father was a novelist and during his early years, he had no particular interests in motoring except as a form of transport. When he left school, he started to train as a mineral oil salesman which involved working at a job at the same time. He bought his first car which was a Fiat 600 some time in 1962 and in quick succession owned a BMW 700 and then an Austin Healey Sprite. It was

about that time that he happened to see a film of Rauno Aaltonen driving a Mini and doing all sorts of things with it like hand-brake turns and 360 degree spins. This sort of stunt fired his imagination and within a very short time the Sprite had gone and was replaced by an 850 Mini.

This was really his first contact with the idea of motor sport but soon he was to be inextricably tied up with it. His boss, unknown to him, rallied a Porsche 365 Super C in local events and one weekend when his regular navigator went sick, he persuaded the young employee to go along and take his place. When the boss asks, it is a bit difficult to say no even if you are scared stiff of making mistakes and perhaps losing more than just your way! Thus it was that Warmbold competed in his first rally and suffice it to say that far from getting the boss's list they did rather well so that he got asked to do it again. For a couple of years this association flourished while the boss got bigger and better Porsches whiling up with a 911. Other drivers got to realise that he was good and invited him to go with them and fortunately the boss gradually allowed it. He drove in more and more difficult events until he became one of the three best co-driver/navigators in Germany.

In 1967, he met Rainer Zweibaumer who is now quite well-known as a rally driver himself and has been German champion last year at the wheel of a BMW 2002. Zweibaumer was at that time driving a BMW 1600TI and Warmbold did several events with him but the most interesting thing is that in a change of circumstances more from fun than anything else, Zweibaumer let him drive a special stage. Warmbold recalls that one time it was when they had a road test the rally and were stuck with studded tyres for a wet



Achim Warmbold

armac test. He was getting the idea of drifting quite nicely until they overshot a junction and after that Zweibaumer took the wheel again. However, this had truly whetted his appetite and he began to take every opportunity to drive in rallies though at the same time being prudent to keep up his co-driving in case he wasn't such a fireball after all. He got another to drive a semi-works German-built Alpine 1300 and he soon discovered why no-one else was willing to drive it for he broke down every time that he started with this car. However, it was free experience even if it was short-lived. His next driving chance came with a private owner who approached him to do a deal whereby Warmbold would buy a BMW 1600TI for him from Alpina and get it prepared ready for rallying. In return, he was to share the driving so that it seemed like the fairy tale came true for he did not have to risk much of his own money to find out if he was a competitive driver. On several occasions he drove the special stages during an event and navigated on the open road sections and this 1968 season culminated with the Bavarian Rally where he had the cheek to go and beat Helmuth Bein on several of the special stages. At that time, Bein was Germany's number one rally driver and was driving for the BMW factory in a 2002TI. This did not go unnoticed, either by Bein himself or by a gentleman called Steinmetz who was just starting his own Opel rally department that would run from the beginning of 1969. At first, Steinmetz had tried to secure the services of Bein but he had decided to stay with BMW. Seeing that here was a young man with a lot of experience in rallies and who appeared to be even faster than the man he couldn't get, Steinmetz offered the Opel drive to Warmbold who accepted readily.

The year started well and on his first big venture outside Germany, Warmbold finished fourth overall on the Lyon-Charbonnières behind three Renault Alpines. At home in Germany, despite troubles with the car, he was generally invincible and he eventually finished second in the national championship. He tried other rallies outside Germany and one of these was nearly his undoing for returning from the Munich-Vienna-Budapest, he was involved in an accident with a Trabant that crossed the centre of the road in Hungary and hit his Opel head-on. He suffered serious injury to his lower body while his co-driver, Strunz, died from his injuries almost at once. Normally, a driver involved in such an accident behind the Iron Curtain is kept in the country until his innocence or otherwise can be established, but in this case, Warmbold was promptly exonerated and a special ambulance was sent to get him back to Germany as quickly as possible. Before long he was recovering though he would always walk with a limp, but the biggest damage was to his career as a rally driver.

Warmbold on the TAP rally earlier this year before retiring on the final night.



Then came the stroke of good fortune that lies behind all success stories. For Helmut Bern had decided to retire from driving and was taking up the post of rallies manager at BMW for the 1970 season. With so few good drivers in Germany, he turned his thoughts to the young man who had beat him on those stages in 1968 and signed up Warmbold. The confidence was well rewarded for after getting out of hospital he won ten of the 11 events in the German championship and easily took the title for the first time. This involved winning rallies like the Wiesbaden which counted for the European championship so Bern let him do some others. He had already finished seventh overall on the Lyon-Charbonnières and went on to pick up points in the Baden-Baden Rally, the Danube Rally and the Munich-Vienna-Budapest to score 46 points in the championship and finish third behind Jean-Claude Andruet and Gilbert Szepehere.

The following year he continued with the BMW. Bern set up and won the German championship again for them. He was constantly wanting to go in for major foreign events and though it was not strictly the factory policy at that time, they did enter him for the Monte Carlo. He got a high seeding as this was the first year of the FIA's formula but he was determined to be a gentleman and therein lay his downfall. He was caught by Jean Vasser on the very first test up the 'steep' 'hate' and when he pulled over to let the Frenchman through, he dropped a wheel. In the snow got caught in the ditch and his big rally ended there. On the Lyon-Charbonnières, he frightened himself when he was suffering chunking problems with the heavy BMW over the Moulon-Antraigues test and he elected to do the rest of the rally on radars rather than racers and finished quite well down. He also drove in the Semperit Rally and the RAC Rally where he was accompanied by Ron Creighton and they finished a worthy thirteenth.

For the 1972 season, BMW decided to do a much more comprehensive European season largely as a result of the prompting of their young driver. They had also by now formed an acquaintance with Rauno Aaltonen and Tony Foll who joined Warmbold on several occasions in the BMW team. On the Acropolis Warmbold astonished everyone by leading the

rally. His team mates were in Sears tyres and he on Pirelli. On a puncture dropped him time on the road and he even didn't finish third. He was also leading the Austrian Alpine having set fastest time on his four tests until he caught a wheel on a bank coming from a carpin and rolled. He fell most spectacularly right in front of the TV cameras. The same story came in the big German Rally called the Olympia in honour of the Munich Games when Warmbold took advantage of very bad rain to beat the Alpines and take a decisive lead at half way. There he left the road and put a small hole in his radiator. Though he got going again without losing much time, the engine was a mess and he seized on the next test. On the Semperit Rally, he was second and it looked as if the year would pass without the big win he had set out for. Against their budget considerations, he persuaded BMW to send just one car for him to drive in the Portuguese TAP rally and here in the company of John Davenport he was successful and won a major European championship round. It was a little more astonishing that he was able to keep pace with the top Alpines of St. Jax and Darnhe and when he was desolved his gearbox Darnhe drove back and the German driver won comfortably.

This year of 1973 has seen the formation of BMW Motorsport under Jochen Neerpach and the decision of them to get on their rally affairs, but Warmbold has stayed and formed the nucleus of the rally team with Born Wedegaard as the other driver. While BMW have been concentrating on racing they have also done a fair amount of driving though this didn't really start until May when the rally team was officially launched on the Acropolis Rally. Before then, Warmbold had done some freelance driving for the Porsche Stitzberg team of Volkswagens and won the Janner Rally in Austria with Eayner and the Isère d'Elvba with Gunnar Haggen. He and Davenport made an attempt to win the TAP Rally again on its new date in March and on that day they gave the now defunct Schnitzer Group 2 BMW 2002 its first victory though they retired with broken steering on the last night.

Warmbold's first driver at BMW has been Jean Todt and he's had a brief debut

when the suspension failed on the Acropolis and put them in a ditch after only a few hours. However he and Todt then went to do a couple of rallies for Fiat (BMW like many other firms respect their driver's need to keep in practice) and they won the Polish Rally. Even more amazing was the fact that on the other event, the 1000 Lakes where they finished seventh, they were not really given the hope of finishing inside the first twenty before the rally started. In fact, that result has done more for Warmbold than his wins. Back in a BMW, they led the Austrian Alpine until the happenings that has so far kept the result in a state of suspended animation and most recently, they retired on the San Remo when Warmbold hit a bank after getting a puncture.

There is no doubt that Warmbold is not only Germany's best rally driver at present but that his driving is sufficiently good to warrant a place in any works team. His great forte is the intelligent use of pace notes and he has a system that is far more precise and descriptive than any other in use at the present time. Having made the notes, he bases his whole driving on them and this is one reason why he has been able to hold and often beat the Renault Alpines in a far heavier car. His times are also always good at night for when other people cannot see and are making do with approximate notes, Warmbold has his foot down with full confidence. Of course he can drive along without notes but he has not yet rally proved himself in the rallies which call upon a great deal of improvisation like some of the rallies here or in Scandinavia. He is part of the BMW team coming to the RAC Rally in a few weeks and it may be that this will be his chance to show that he can drive unseen as fast as when he prepares an event. Even more interesting to speculate is how he will get on with long distance events. BMW reckon that they will do rallies like the Safari and Morocco next year or perhaps even the LDT World Cup so here is yet another facet of rallying where Warmbold has yet to try his hand though despite his slight build, he never seems to have any fatigue problems.

Whatever the future has in store for Achim Warmbold, fast cars will be a part of it and fast driving will be the result.

Achim Warmbold, Jean Todt on the disputed Austrian Alpine.



Shell SPORT news 17

Congratulations Shellsport Luxembourg

ShellSPORT teams and drivers have now won no less than 9 leading Championships during 1973.

On a day of mixed fortune for the individual drivers the ShellSPORT Luxembourg Team convincingly won the 1973 Formula 5000 Entrants Championship at Brands Hatch with a record total of 206 points to give ShellSPORT teams and drivers their 9th major Championship victory this season.



Tom Belso - the most successful driver with one win and four second places in his first season of Formula 5000.

Man of the moment at Brands was undoubtedly Clive Santo who drove an excellent race to take 5th place and ensure the Championship for the team after a not-so-smiling Tom Belso had been sidelined with a cracked sump on only the third lap and the seemingly inevitable puncture, plus a loose exhaust pipe, had put Gijs van Lennep well behind the leaders before half distance.



Jackie Epstein - The Entrants Championship for the second successive year.

With ten different drivers scoring wins in the 16 rounds of the Championship this year and no-one winning more than twice,



With ten different drivers scoring wins in the 16 rounds of the Championship this year and no-one winning more than twice,

Formula 5000 has certainly proved to be the most competitive class of racing in the country if not in the world and to Jackie Epstein, Gijs, Tom, Clive and mechanics Jimmy, Jeff, Eric, Miles and Reg, ShellSPORT offer their congratulations in acknowledgement of the work and effort which resulted in this success.



Tom Belso, Gijs van Lennep and Clive Santo - the ShellSPORT Luxembourg Formula 5000 drivers.



Only Shell Super Multi-Grade has the unique muscle molecule.

Noel Edmonds: from the outside looking in

Interviewed by IAN PHILLIPS



How did you first become interested or involved in motor racing?

I've always been interested in things mechanical and motor cars from the age of 13. I always wanted to own and drive a car. I did a little bit of go-karting in an effort to beat the driving thing, get into something motorised before I was 17.

Was it successful?

No, I didn't really go in for competitions and that sort of thing. I was more of an entrepreneur—out of buying and selling go-karts I was able to buy a mini-van when I was 17.

I was the first guy at school to drive to school, and used to do things to this mini-van and then I built a Mini-Gem, one of those horrible little plastic kits, and got into trying to hot the engine up and that sort of thing. I was always just interested in meaty-beaty, unusual motor cars, and therefore always found the saloon aspect of motor racing that more interesting—I sort of associated with it easier.

Did you ever want to get involved in racing as such?

Yeah, I wanted to be a fireman, an engine driver and a racing driver. Seriously though no, it's just something I knew I was no good at—I just didn't have the natural ability. A couple of road accidents jolted me for a bit and I lost interest in motor cars. I never really bothered to do anything about it and then I started on the breakfast programme and it seemed to me that there would be a vast number of people listening from 8.30 to 9 o'clock in motor cars and that it was logical not just to do day-to-day motoring which is getting more and more boring, more and more tedious, but to try to promote the racing aspect a little bit. With excuses and apologies to purists, it was to inject a little bit of life into it, because I do think that certain aspects of motor racing do not have sufficient public appeal. I'm not suggesting that it should all be razzamatazz and glitter but there are certain areas which could be made a little bit more understandable to the average punter. A lot of the most interesting things on a Club day happen in the paddock where most of the people are either not permitted to go or nothing's explained to them. They stand a chance of being run down and generally are not treated too politely by mechanics who, after all, have got other things to do. There is no way in which the average punter is encouraged to take an interest in the preparation of motor cars or even both to find out how things are done, how much work goes in and the heartbreak of not leaving the grid after having been up all night and dragging your car to the circuit. It's just "Number 22 didn't go" and that's it. We hear all these ridiculous build-ups for football matches but motor racing, I think, does miss out on a little bit on spectator appeal in this direction.

Do you think it's right that motor racing should have to import personalities?

I don't know that "right" is the correct word. It's inevitable if you look at different sports to see how they've pulled from various areas in an effort to make their own area more interesting. Football, of course, is the prime example—how the long hair, and the general anti-establishment and moody behaviour came about—and of course the large crowds and the ulterior motives of a lot of the crowd, who simply go and have a good booze and a good kick and that sort of thing; the football match in many cases is just a secondary thing. Obviously motor racing, I say obviously, God I hope it'll never get like you'd have crowd

problems, just simply doesn't encourage these sort of people. Football has learned to take on a little bit of glitter to be able to sell itself and cricket even—good heavens, we had people sent back to the pavilion for having orange bails—motor racing is ideal for it because you've got the excitement to start with. You've got the money, vast sums of money in the Grand Prix circuit, being thrown about, and I think it's inevitable that if it is going to take on a vast spectator appeal and if it's really going to make a mark and be treated sensibly by the sporting press and by the rest of the press, it's inevitable that it's got to import a few things from outside because the sort of people who are good at motor racing, and the people who are the salt of the earth—motor racing enthusiasts—are not basically extroverts, I don't think. I think the basic point is obviously that the people who are the most vital to the continuation of successful motor racing in this country are not extroverts and are not capable of putting over character and personality that is going to appeal to the masses, and you're talking about wanting to get the masses in because Brands Hatch is a big place to fill.

You're involved in what is basically an extrovert business. Do you really feel promotion of motor racing needs to get on to the extrovert kick?

I don't know that the promotion of it should be. I think there ought to be an inclusion in it somewhere of a more razzamatazz, more show business, attitude because it is a spectator thing—I mean, God, the politicians have got it; we've got a load of goons in the House of Commons who are just entertainers, there isn't one, with the possible exception of Leo Abse or even Nabarro, because he can't be serious, who'll stand up and admit he's an entertainer, but they are, they have a great entertaining quality, and I think there's maybe too many people in motor racing who don't realise they're entertainers and that people don't go along just to marvel at their mechanical or driving skills. They have to go out and entertain people at Brands Hatch for example, and it's the only circuit I've been to which shows how ignorant I am, can be incredibly tedious and the average punter thinks to himself "My God, why do we have to have these 15, 20 minute breaks between every race where we sit about, particularly if it's a cold and windy day and just be bored."

What would you do to fill in those gaps?

I haven't really thought about it, but I think you've got to have some form of presentation, some form of explanation—a sense of humour maybe—creeping into the operation which doesn't exist at the moment. I mean, without necessarily importing people, stars and disc jockeys or whatever—why not give the club drivers a milk float race or do a little bit of what they do on the stock car evenings to brighten things up, why not have a double decker bus race every now and again? They are things that to people who read your magazine would make them flinch, but I think there's got to be a little bit more for people to comprehend exactly what goes into it. Why not take a well known name along to a motor racing circuit and put them in a car with someone like Tony Lanfranchi, just simply put them in a ShellSport Mexico and let Lanfranchi take them around—I mean it's the greatest laxative in the world to be taken around by a driver—and then have a chat just during the break. It sounds small but I think a very large percentage of the people who go racing have no comprehension of the

excitement involved of pushing a car to its limit or your personal limit or what it's like to go round with a door handle scraping against somebody else's.

Has your experience of door handling round Brands Hatch given you any ideas of doing racing on a more permanent basis?

Yeah, I hope to do something next year. The reason I do it is because I want to do something which excites me, which I find exhilarating, outside the job which basically excites me and exhilarates me in various ways. Talking to eight million people in the morning can be just as nerve racking if something goes wrong, and I find it can be just as exhilarating as trying to get Paddock Bend right. I don't know why other people do it—I haven't really spoken to that many people. I enjoy being frightened but I'm never conscious of being frightened when I'm going round because I'm too busy. I am conscious of being very nervous before a race, being very uptight and being frightened on the grid, particularly like the BMW race when you know that there's a guy called Gerry Marshall, who you've heard a lot for and against, and a chap called Mick Hill, who makes very quick going, behind you. You suddenly notice names that mean a lot to you and they are all in the same race, and I suppose it's just survival of the fittest for 10 laps. I personally didn't enjoy that race from the point of view that I thought it was just a little bit too much like stock car racing and I slipped into that trend a little bit too easily for my own liking—you know, I did enjoy running into you. Well, it's the only way I could get past and you know it!

Can you tell us a little bit about what you will do in racing next year.

I'll probably irritate a lot of people by wanting to put a little bit more spectator appeal into it in the sense that I do think, from what I've read, that there is a certain lobby of opinion which reckons that DJs, celebrities and so on should stick to what they're doing and stay out of it. I've seen a lot of ridiculous criticism of the ShellSport races but the most damage that has been done to those cars is when the Club drivers, when these so-called enthusiasts, get in them—they're driving somebody else's car which they haven't had to work on and they seem to take the hell out of it. In the first DJ race we got through it with, I think, just one dented car which wasn't bad in the conditions, and in the last race I think, apart from the guy who wrote one off on the slowing down lap, which is difficult to justify in any form of racing, apart from that, the actual race was very clean and there was no bumping or boring. I don't think it holds that personalities are being given cars to simply make fools of themselves and to make fools of motor racing, I just don't think that's true.

I would hope that next year I could maybe do a dozen races with a car—I've been offered five different cars, two with manufacturers and three with garages with the backing of manufacturers. I would hope just to have a lot of fun and be seen to be having a lot of fun—no doubt there is some wise guy who'll read this article and think "Oh boy, I'd love to get Edmonds on Paddock Bend." I mean, somebody will try it, but okay, I will not win races, I know—that's not the basis on which people want me to drive for them—it's because it's got to be seen to be fun. I think a lot of people maybe watch the first three cars and tend to ignore the cars at the back and it's got to be good for the race that I happen to be in if somebody's going to bother to look at my car to see how badly Edmonds is doing—it's going to make all the other drivers seem better anyway. I think the whole thing next year has got to be a lot of fun, and I'd like to be able to go along and do a little bit of a marketing exercise as well, and flog tee-shirts and posters and that sort of thing. I've had one or two suggestions from manufacturers—a sort of a racing team idea, but obviously not with the overriding professionalism, but just to be seen to be having a hell of a lot of fun.

Does criticism of DJs taking over racing irritate you?

Yeah. Well, if you look at the number of club meetings which have never ever had a

deejay near them, I don't think taking over really is the right word. I can understand it. I can perfectly comprehend somebody's feelings when they're paying an awful lot of money for a very short period of kicks really, if that's why they do it—I mean why do people do it, we ought to ask you that. Surely it's got to be some sort of buzz that people get out of the excitement of driving fast in competition and being able to say, I'm better than the next man.

It's an ego trip really.

Yeah, right, and it's getting the most from machines as well which obviously is the mechanic's angle, he wants to see him beat somebody we know has got basically the same engine. I haven't met any club drivers who appear to be anti what I want to do and I haven't seriously talked to anybody who appears to be anti the deejay involvement anyway I can't comprehend that anybody would be upset at the sort of publicity that we give. Take the last Brands do—I don't know, but I was under the impression that a crowd like that just doesn't happen on a normal Club day. The great thing I thought about the Radio One day, as distinct from the Radio Luxembourg day, and this is not because I work for Radio One, is we didn't import vast quantities of pop stars for the sake of getting kids there and so we didn't have the situation that they had on the Luxembourg day with a very large crowd outside the Grovewood Suite, and a danger of people running on to the track. We did at least all go along and take it very seriously; we spent a lot of our time beforehand going to the racing school learning how to do it properly, and I don't think we detracted from the rest of the races. I hope we didn't. I wasn't aware that we were pulling large quantities of people around to the back of the Grovewood Suite for example when we weren't on the track. I think we were a positive aid to that meeting, particularly because of the publicity.

Otherwise it wasn't a particularly good meeting.

No, I thought it was a very tedious meeting. Don't you think it's rather a shame that the celebrity type races should be put on at otherwise rather boring meetings?

Not if it gets a whole lot of people there. Okay so you get a whole load of people there, but surely you want to give them some other good racing throughout the day to encourage them to come back—I thought that was the idea.

I think you're talking now about whether the whole idea of club racing in this country is right or wrong. Because we don't have a clearly defined line between what is good fun racing with a super programme and what is going to be a poor one, it just depends on who's going to be in each event and whatnot, or what the various cars are or which cars haven't turned up. Maybe if you're talking about motor racing being incredibly popular and being in the top five sports in the country for audience appeal and for coverage by press and TV, surely then you're saying, well, let's get rid of all the club events and let's really get down to promoting it properly. We will have one event each weekend somewhere in the country, and there you will have tremendous racing and I'm afraid that all these men with their Minis who are building them in backyards in Hackney, I'm sorry you're just out of it lads, you can go and do the equivalent of playing amateur football on Hackney Marshes. Somewhere the line's got to be drawn and I think that this is another reason why I object to any criticism that the Radio One deejays are treating it in a flippant way, and degrading a good sport, because we're not simply going to the top meetings, we are involved in a lesser meeting put it that way. So you can't really say that all we're doing is turning up for the British Grand Prix and detracting from the seriousness and the skill involved. Do you not think so?

Absolutely. I don't think it detracts at all, I think it's very unfortunate that people should see fit to criticise because they've got no grounds to.

Maybe they ought to come and meet us more; I can only speak on behalf of the Radio One deejays, and I'm not

the TV times or Luxembourg of whatever, but if they came and spoke to us maybe they would understand what we want to do—for next year we're very, very serious and we would like to be able to do things in a very professional way and by that I mean entertain in a professional way. I think we can prove that we're a colourful attraction, and we're prepared not to do showbiz moodies—I mean we had the Road Show at Brands and after the race I was absolutely knackered and I just wanted to go home. There were a lot of kids there, and security wasn't that good and every time you stepped out of the Grovewood Suite you were molested, I'm not a David Cassidy, but after a bit even 20 people around you wanting autographs starts getting tedious, but we stayed and we did the road show and I think altogether put on, as entertainers, a professional performance. Obviously I feel strongly that it was a vital part of the meeting and it could be a vital part of making motor racing more appealing to more people.

Are other disc jockeys interested in carrying on doing the same thing?

Yeah, very interested, this is why Dave Lee Travis, in a very clever side step, has lumbered me with the captaincy, because he thinks I'm more into it and I'm capable of getting things organised. I would like to see next year, say five races with us involved with the benefit firstly to the public and secondly to the club meeting.

There is a lot of opposition within the BBC to us doing it, firstly, and obviously because you've only got to have one pile up and we've a slight problem because we're short of a disc jockey, but we do football matches; in one match I broke a bone in my foot, somebody else broke a leg, and Dave Lee Travis hasn't been able to walk properly since. We don't get any people saying we're spoiling football or whatever because it's already accepted that football is a fun thing. Maybe there aren't enough people who are prepared to accept that motor-racing has F-U-N written through the middle of it.

Commentaries are something which a lot of people within the sport consider are bad. Do you, as somebody who is basically a commentator on music, feel that there's a lot which could be done on that side which maybe disc jockeys could help over?

I definitely think so. I think, maybe it's a wrong parallel but I suspect that a lot of motor racing at the moment, and I'm ignoring the Grand Prix scene a lot of it is treated very like progressive music with hushed voices and a religious air to it and certain commentators tend to treat it as a bit of a polo meeting, you know where it's all frightfully good and "I say, a moment of panic—I mean what a bloody stupid thing to say it doesn't convey to them exactly what it does mean when you feel that you're going round Pad-dock Bend and Oh Jesus, what does happen now, I can't brake because it's going to get worse and there's a bloke here and a bloke there, there's no feeling like it, it's better than Milk of Magnesia, it really does sort you out. If somehow the commentary could convey that and have the fun of Radio One compared with the hushed tones of Sounds of the Seventies it would be great. I don't know how to go about doing it, I was invited on that first DJ race to commentate with Anthony Marsh for the last race and it's bloody difficult. It's not easy at all. I think that BBC television could take a lead and maybe make their commentaries on things a little bit more entertaining, I've got to be careful of what I say here, but

Yes, because after the British Grand Prix you were very critical on the show of the mass media coverage, including the BBC, of the race and the accident that happened. Do you have strong feelings of this generally?

I've got very strong feelings about it with the proviso that bad news is good news for the newspapers and you have to accept that. Until we get to the stage where people don't buy a newspaper when they look at the hoarding "8 Million Nuns Raped"—until we get to that stage where that doesn't sell a newspaper then I think it's stupid for people to complain that somebody's death or whatever gets front page coverage—it's bound to because

that's human nature, you can't argue against human nature. Obviously it's a deplorable situation, I think there's no other word than disgusting at Fleet Street's contribution to motor racing, it is simply Ben Hur like, it's just purely carnal, and with the exception of the Daily Express, and they rarely make any serious comment about motor racing, all the time they're trying to stir things up; I mean even after Zandvoort, the public inquiry and the Clerk of the Course were all examined in minute detail in an effort to keep the whole thing bubbling over because they wanted the next sensation. That I think is a deplorable situation but I don't know without amending Joe Public's basic human nature that you're really going to stop journalists from having to take that line because it's a commercial line to take—you've got to sell the newspapers. On the British Grand Prix thing, I criticised the BBC as well and got a very hefty lump of concrete dropped on my head from a great height by people who shall remain nameless. I thought it wasn't relevant not to criticise the BBC and just simply have a go at Fleet Street because the immediate volley back from people is "oh, he works for the BBC, he's not going to knock them." Now I think firstly that it's ridiculous that something of the magnitude of the British Grand Prix, the popularity of it, the spectacle of it, should have none of the pre-Wimbledon high-lights sort of thing. There is no build-up to it, no consistent solid build up to it and, as I said on the air, you have to tune to BBC 2 to get it. Now, the man from BBC 2 went berserk at that statement. He said "what's wrong with bloody BBC 2?"—but it's a minority appeal station which they accept in their programming, that you put programmes on BBC 2 that are of a slightly different appeal and I don't accept that Grand Prix racing is a minority appeal television. I spoke to Tony Salmon, who produced the programme who was upset at my comments because he has laboured for years to get racing proper treatment on television and I think that he felt that I'd rather cut the ground from underneath him. In fact I spent a long time talking to him on the phone and did a thing the following day about it, and accepted a lot of his points that, for example, the Grand Prix or any motor racing coverage is three times as expensive as a Match of the Day, and money matters at the Beeb. Also he made the point of course that televising at Silverstone is an incredibly difficult thing. Your farthest camera is 2½ miles away, you can't do it with a large one, you've got to transmit the signal and all the problems, which I didn't make a point about. But after all, I'm not running a motor-racing programme, I'm running a music programme and as always if you try to do something quickly and still leave some teeth in it, you end up irritating somebody. I think it all got sorted out in the end and the people at BBC 2 invited me to go along to the Bank Holiday Brands F5000 meeting that they covered. I still think the shame was that the only reason it did get non-stop coverage on television was because there was a crash, because it all had to be stopped and put on again, and I apologised on the radio because I didn't realise, and I wasn't to know, that BBC 2 transmitters were opened up specially for the race after the crash for the first time ever for a sporting highlight. Now that is a big thing, and I made a big thing about it on the programme. The purists once again will say "Well, it's not a big thing, it ought to be on all the time." I think you have to accept that certain aspects of the coverage in the Press and TV are not very good but I think there are some people who ought to know better than to treat it in a sensational way. I think I probably speak for the majority of people interested in the furthering of motor sport to say that you've done a very good job on the programme in the plugs that you've given motor racing and the motoring problems in general. Will it continue? Yes definitely. There has been a general tightening up on the programme about the amount of speech, music content—it's happening right through Radio One because of commercial

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Surtees replies on F2 situation

I would like to take the opportunity to reply to the comments accredited to Mr Max Mosley of March Engineering which appear in your issue of October 25.

I do not know to whom Mr Mosley is referring when he talks about winning experience I do, however, know from my own experience with our car, which this year only managed to finish second in the Championship, that we have experienced at first hand the problems which are encountered by any team or individual participating in Formula 2. These problems are:

1. The inability of the organisers to offer at least reasonable terms to certain graded drivers and, in some cases, in preference to pay very large sums to one or two drivers who for various reasons were possibly totally uncompetitive.

2. The rising costs relative to day-to-day expenses which, as everyone knows, have increased tremendously, plus the fact that Formula 2 purses have been virtually stagnant for a number of years.

As one of the spokesmen of the Formula 2 Association, of which March Engineering is a member, I have put before the organisers a proposal that there should be no difference between graded and non-graded drivers in Formula 2; that the European Championship for Formula 2 should be developed into a form of racing which makes it a sensible alternative to Formula 1 for those countries which cannot afford to run a full Formula 1 Grand Prix and for those where the support and the circuits which are available in that given country, call for more than one major single-seater race per year.

One has only to look at the number of entrants who have fallen by the wayside since the start of the season to see that the situation in Formula 2 is very serious. By approaching the organisers and requesting a more sensible budget, which placed emphasis:

1. On making a sensible payment for qualification places in practice; and

2. Paying reasonable prize money for the race, while, at the same time, ruling out the need for the organisers to pay individuals large starting money was, it was agreed by all concerned, a step towards the improvement of Formula 2 racing. This would give the chance for more graded drivers to get a start and so earn by their performances a reasonable return, plus provide an added incentive to the non-graded driver in being able to at least earn the same as his more famous counterpart, should his performance justify it and, last but not least, he would not come away from the race having put up a first-class performance but having made a loss!

The proposals of the Formula 2 Association were reached after considerable discussion between all Formula 2 manufacturers, excepting Lotus, and were fully agreed to and endorsed by them, including, of course, Mr Mosley and March.

It is a complete about-face—or perhaps just a few encouraging words in order to boost Formula 2 sales—but Mr Mosley has taken with his statement and I believe, when teams not purely concerned with the interest of lining their own pockets through either prize money or the sale of vast numbers of cars, are genuinely trying to put Formula 2 on to a sensible footing for both the constructors and the competitors, that such irresponsible statements are to be deplored.

I personally sincerely hope that sense is seen by all and that Formula 2 racing can be put on a sensible commercial basis where

it is well organised and well promoted. In turn, if this happens, it would then be well supported, at least by the competitors. With support and co-operation between the two sides I see no reason why Formula 2 should not be viable but, as any team can prove at this moment Formula 2 is not viable and can only be supported by those teams or individuals who can offset their operating costs by large sponsorship which must be the wrong way if long-term stability is to be obtained.

JOHN SURTEES
FRENCHBURG, KENT
Team Surtees Ltd

F3 points system unfair?

While in no way wishing to detract from Tony Brise's spectacular win at Brands on October 20, I do feel that somewhere an injustice has been done I refer, of course, to the ludicrous double points system which brought the John Player Formula 3 Championship to a somewhat unreal, albeit exciting close. Doubting the points for the final round obviously suited the organisers well, as for them there was nothing better than to proclaim six drivers who could all win the championship in the last race. But for the competitors who had scored a consistent series of high placings throughout the championship, the enormous gamble at stake at Brands must have been obvious. Not only did fourth place carry the same points as a win under "normal"—and presumably less competitive—conditions, but the "penalty" for retirement, ie, no points, effectively became twice as severe. In addition the actual margin between first and 10th place was twice as great—all very well in itself, but senseless when related to the hard-earned points of earlier races and the ability required to finish in first rather than 10th place.

If the Brands final had carried "normal" points, Alan Jones' sixth place would have won him the championship from Jacques Laffite, Russell Wood and Tony Brise, and bearing in mind Jones' consistency, plus the fact that he was driving a GRD throughout the season, that is how I, for one, shall remember it. As it was, the championship permutations were frustratingly endless, Brise himself didn't know he'd won the series until he was told and the general post-race atmosphere was one of bewilderment. The championship spectrum is confusing enough as it is, must we thicken the mud with double points awards?

LONDON, W4 PETER WINDSOR

Is Formula Atlantic ready to take over from Formula 3?

I was very disturbed to read in your F3 report from Brands Hatch that there would not be an International Championship for the class next year. So the race at Brands was not particularly inspiring but the three rounds in the previous weekends were all excellent and I have seen quite a number of F3 races this year which have matched up to the high standard set in past years.

I presume Formula Atlantic will take the place of F3 in this country but at the moment this is hardly justified. Recently Atlantic races have had fewer than 12 cars on the grid which, let's face it, just does not justify it taking over from F3 as the leading formula in this country.

Although the overall quality of F3 drivers this year seems to have been of a rather low standard, FA is in a poorer state. Obviously there are not the foreign drivers to choose from but as I see it Formula Atlantic has two, maybe three, drivers who have any potential—the rest are a bunch of wealthy, inconsistent amateurs.

One can only hope that the announcements about next year's races are made soon so that those who are intending to do F3 next year can see if it's worthwhile before spending their money. Formula Atlantic is a far better conceived formula but unless it attracts the majority of the F3 drivers it will never succeed in replacing F3.

CORIN CATCHPOLE
FINCHLEY, LONDON, NW6

Give Clubmen's Formula a chance

As a regular follower of the Clubmen's Formula circus I would like to endorse the comments that Robert Fearnall made in his *Purely Personal* in the October 11 *Autosport*. The enthusiasm and camaraderie in this formula seems to me to be unrivalled at any club meetings. The cars are always immaculately turned out and provide very fast and spectacular racing. Clubmen's is undoubtedly the premier sports car class in this country and the sooner the moth-eaten rabble who compete in the Castrol MN series are thrown off the tracks the better—unlike Clubmen's they do no justice to sports car racing whatsoever. If any formula should be given more money and better status races, it is the Clubmen's boys.

The big international meetings always have single seaters and boring G2 saloons as supporting races so why not sports cars in the form of Clubmen's? In the recent Championship final meeting at Silverstone on the GP circuit they were tremendous and I'm sure they would be just as good round the long Brands circuit.

Come on promoters, see sense and give Clubmen's a chance.

JOHN HEITMAN
KENNEL GREEN, LONDON, NW10

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radio but the motor racing thing is something that I desperately want to hold on to because I think it's relevant to so many people. Motor racing is giving me and has given me an awful lot of fun, and if I can put something back by turning people on, and judging by the mail and the number of people who write in and say "I wasn't interested but thanks for bothering to say why Peter Gethin did retire after looking as though he'd got that race"—there was no follow-up anywhere else that I heard on the television or radio, and it left me wondering what it was all about. On TV Murray Walker noticed a full three laps late that smoke was coming out of the back of the car, and it all heightened the thing as to what was wrong, so I mentioned on the air that I didn't know, could Peter ring. He rang and I was very grateful—super I spoke to Peter Gethin on the phone—and was able to follow it up the next day and so you've got a dialogue going which even a weekly magazine cannot possibly do. I think that's the importance of the motor racing feature and that's why it'll stay as long as I stay here—which might not be very long, mind.

It's a subject which I admit I know very little about and that I think is one of my qualifications to do it on the radio.



Farewell to Group 2

October 21st at Brands Hatch saw the end of an era in saloon car racing in this country. On that day Group 2 competitors in the RAC British Touring Car Championship wheeled their cars out for a farewell performance.

Next year will see the premiere of Group 1 cars in the Championship and so if they stay with their present machines, this year's competitors will have to journey abroad to challenge the might of the continental opposition in the European Touring Car Championship (for Group 2 cars).

From 1968 onwards the outright winner of the RAC Championship has always come from the lower capacity classes. In 1967 victory went to Frank Gardner in a Ford Falcon. Now in 1973 he's thundered away to another championship title in the SCA Freight Camaro - a 26cwt car with a massive 7-litre 550bhp engine. But he hasn't had it all his own way. Fellow countryman Brian Muir, in the BMW 3.0 CSL hounded Gardner all the way. And before his horrifying accident, at Silverstone, Dave Brodie driving the Norman Reeves Escort RS in the 2000cc class, looked like being a real threat to the American machine.

A 1300 BDA-engined Escort driven by Peter Hanson is another Dagenham car that crept up the points table, and after a class win at the Tourist Trophy, moved up to second place overall and came very close to keeping victory in the lower capacity class.

It's been a sad year for Bill McGovern. After walking away with the title in '70, '71 and '72 with the George Bevan Imp, nothing went right for him this year in this small yet highly professional equipt.

A non finish in March was followed by a class win at the following meeting and then unfortunately he wrote the car off at Thruxton in April. Although the

car was restored, points were lost and the chance of the title seemed slim. Things improved towards the end of the season and both Bill and his team mate Les Nash were often tussling with the hoard of Minis in the next class up.

Choice of cars in this year's Championship has varied considerably, but one thing the main contenders seem to have agreed on is choice of lubrication. Gardner's car, sporting red, white and green livery, has been a good clue as to what's in the sump. In fact, 25 fellow competitors followed his example by choosing Castrol at the beginning of the season. A wise decision it seems for every round of the Championship this year has been won on Castrol.

If you think you may miss the Group 2 series next season, we suggest you watch its successor - the Castrol Anniversary Touring Car Championship. A new and exciting championship which should throw up a few surprises next year. Especially as no-one is really sure what is going to happen. Works cars and new faces are sure to abound. But just whose cars and whose faces we'll have to wait to see.



The Champion

no-one knows

Production Car Trials tend to get little publicity. Which must be galling for

someone like Bill Moffat who has won both the BT & RDA and RAC Championships three years in succession.

He started in trials in '68 in his 998cc Imp when someone mentioned that he should 'have a go'. He did just that and came second overall in his first event. Since then he has gone from strength to strength winning no less than six titles and 250 trophies. He still uses the same car and despite some 50,000 miles on the clock the cylinder head has been off only once.

Now after so many wins this 32-year-old Gloucester man has decided to tackle special stage rallying in a new Imp. With such an impressive record behind him, the rallying fraternity had better look out. Especially as Bill is still running on Castrol.



85 BHP Mini takes drag racing title

Robin Tallis caused a stir earlier this year when he became the first small car driver to do 'burnt-outs' before his run. But the way he took the Castrol/RAC Drag Racing Championship was little short of a sensation.

The finals at Blackbushe were very close. Up against strong competition in his own class, he also had to contend with a class of really hairy dragsters. Including Clive Skilton's Castrol dragster.

Unfortunately, Clive was slowed by a clutch unsuited to Blackbushe which resulted in lost traction. Robin Tallis on the other hand had 7" racing tyres which can reach 140 C on his burnt-outs, giving him improved traction (for a Mini)...a saving of around four tenths of a second. And that was enough to see him to victory in both his class and the Championship.

Now the G class record holder with a 15.79 c.t. at 87.80mph Robin intends to compete in next year's Castrol/RAC Drag Racing Championship in an even hotter 1400cc Mini with 140 BHP mill. Obviously, the big boys will have to watch themselves.





Gerry Marshall's Firenze holds off Tony Hazlewood's Daf through the chicane during the thrilling saloon race in which Hazlewood set an astonishing 100 mph lap record.

THRUXTON

Tragedy at finals day

By ROBERT FEARNALL Pictures by PETER BURN

With his privately run Ford Escort Sport, Ivan Dutton followed his Castrol production saloon car title won at Oulton the previous day by taking the Britax one at the SARC's ultra-exciting Thruxton finals meeting last Sunday. Dutton won his class in an action-packed race which was won by Richard Lloyd's Camaro over Stuart Graham's Camaro which would have been closer but for a broken piston, with both Camaro drivers taking almost 4 s off the class record. More spectacular action was provided by the special saloons fighting for Forward Trust points with Gerry Marshall's Blydenstein Firenze narrowly beating Tony Hazlewood's big Daf which established a phenomenal 100 mph lap record—almost 2 s better than the old time. The Brazilian "Teleco" impressed considerably in the Forward Trust Formula 3 race in challenging eventual winner Richard Roberts with champion Ian Taylor a close third while Roger Manning won the Wella Formula Ford race on the last corner from Stephen South. However, the excellent six-race programme was marred by Brian Hough's death during the modified sports car race when his TVR Tuscan was damaged beyond recognition in a high speed accident at Kimpton.

A very large crowd had gathered in the beautiful sunny conditions when the Wella Formula Ford contestants lined up for battle, 26-year-old Philadelphia Elden driver Ted Wentz having the title sewn up before this race. However, Stephen South and Roger Manning were level pegging for the £150 second prize and it was these two that made the running. Manning's Air Call Elden Mk 10 held the advantage all through the first lap before braking for the chicane where South's Ray 73F asserted its authority. South held on to the lead from then on with the wily Manning leaving his counter-attack until the last lap when the Elden slipped by on the Brooklands straight with South tucked in behind as they approached the chicane at considerable speed. While Manning just got through very sideways, South didn't and took to the slip road but he still had enough time to rejoin in second place. American Wentz soon disposed of Richard Eyre's Dulon MPI5 to secure third spot in his last Formula Ford race but his American team mate from the works Elden PH10A team Denny Shatruck came up to challenge the Wella champion strongly and even got ahead for a couple of laps before Wentz took over again for the last lap and chequered flag. Eyre didn't lose much ground on the Eldens in fifth place but he came under considerable pressure on the last lap from the old LD9 model Dulon of Vandervell novice champion David Heale with virtually nothing separating them at the flag. After Clive Power's Dulon MPI5 stopped at Goodwood, seventh place saw a fraught battle which went in the favour of Roger Orgee's MRE over John Bicht's Hawke DL10 11 and John Lipman's Dulon LD9 while much of the early part of the race at the complex was run under

yellow flags after Chris Skellern's MRE hit Ian Scott's Lotus 51M rather hard but both drivers were unhurt.

All the production saloons were lumped together for the Britax final, which saw Stuart Graham's immaculate Camaro on pole position—Cheshire based Graham having his first car race on the Hampshire circuit although he had once raced a motorcycle there. Richard Lloyd's Simonix Camaro, having driven down the road from Oulton Park, was suffering from a severe misfire in practice so had to make do with the second row leaving the rest of the front row to Roger Bell in Tony Lanfranchi's ShellSport Luxembourg BMW 20 Si and Donald MacLeod in the Aramis BMW. Graham didn't make a very good start from pole, leaving Lloyd to come through from the second rank and head towards the complex side-by-side with Bell where the Camaro took over the lead. By Goodwood, Graham had demoted Bell too and while the Camaros disappeared into the distance, Gordon Spice's 2-litre Wisharts Capri succeeded in outbraking Bell's BMW into the chicane as the first lap came to a close. However, Bell had reversed that position a lap later with MacLeod then attacking the Stan Robinson-run Capri before taking it entering the chicane at half-distance.

Although Graham seemed likely to challenge Lloyd to begin with, his broken piston came as early as the third lap and the former top motorcyclist clung on to second place and finished 6 s adrift of the triumphant Lloyd whose win made sure of his class championship title. Lloyd's main challenger for class series honours was Bell but his third place came under great pressure from team-mate MacLeod who nearly outdid the journalist at the complex on the sixth lap and then drew

alongside on occasions before taking the inside line for the chicane on the last lap and holding off Motor's editor to the flag. Spice gradually lost ground on the dicing BMWs while the rapid Bob Ridgard was having another of his infrequent outings in Les Leeton's Camaro and after missing a gear at the start, he dropped to 14th but motored through the field most impressively to demote Spice on the penultimate lap and claim fourth place; within a lap he would have been with the BMWs too. Joining the others by running Michelin tyres for the first time Tony Shaw was having his best outing with the Fads Homecare Centre 3 litre Capri in seventh place before spinning out of the chicane on the sixth lap and this dropped him to 11th.

Holman Blackburn's Hermite 3 litre Capri was involved in the £1,050 to £1,600 tussle between Bernard Unett's works Hunter GLS and Tim Stock's 23 Firenze before the Firenze had a contretemps with the Capri entering the complex which left the unlucky Stock in the bank and Unett a clear leader of the class although he left Blackburn to pull away in seventh place. Surprise driver of the second works Hunter GLS was Gerry Marshall who was involved in a place swapping battle with John Brindley's 3 litre Capri and Derrick Brunt's 23 Firenze which saw the first two get into some amazing angles at the chicane before Marshall claimed the upper hand over Brindley, Shaw and Brunt who followed in quick succession. Unett's only chance of winning the championship though was if Ivan Dutton didn't win the £801 to £1,050 class with his Ulitem Escort Sport. But Dutton was in usual all-conquering form and was never challenged for the lead of the class with Alan Foster's Morris Marina initially holding second place before being demoted by Peter Blada's Escort Sport at the chicane on the third lap. The Moskvich class was a doddle for Tony Lanfranchi's Kensington Close 412 and Tony easily won the Britax up to £800 class, finishing third overall in the championship. As can be seen from the results, all class records were broken.

There wasn't a particularly large entry for the final Forward Trust Formula 3 round and it was a mixed day for the Brazilians. This year's Brazilian Formula Ford champion Alex Diaz Ribeiro arrived the previous week and hired Leonel Friedrich's F3 March 733 with Hollywood cigarette sponsorship for this race and the Brands Lombard final. However, after achieving 1 m 21.8 s the little Brazilian ruined his first outing in the car by wrecking it in a large accident at Village but he fortunately escaped unhurt. At the other end of the scale, 24-year-old Luis Antonio Siqueira Veiga commonly known as "Teleco" from Sao Paulo—a former kartist and 1972 Brazilian saloon car champion—put the Sandro Angelini-



Brazilian "Teleco" mounts the chicane kerb during his impressive drive into second place. Ian Taylor is behind.

run March-Novamotor 733 onto pole position with an impressive 1m 18.8s and the front row was completed by the Myson March-Novamotor 733 of Richard Roberts and the Competition Car Dastle-Holbay Mk 10 of Barrie Maskell. A disappointing non-goer was Mike Wilds whose Dempster March 733 only lasted a couple of practice laps before its Brise Brands-winning Holbay engine broke. The Forward Trust championship had already been decided in favour of Ian Taylor whose Baly March 733 was on the second row following fuel pressure problems in practice.

"Teleco" maintained his practice form by storming off into the lead from Roberts with Taylor taking over third place from Maskell at the complex and Tony Rouff's GRD 373, Matt Spitzley's March 733 and Nicholas von Preussen's March 733 were nose-to-tail behind before Preussen spun wildly at the chicane. Meanwhile at the front, the first lap had ended with Roberts taking the lead from the Brazilian on the inside of the chicane with both getting very sideways but "Teleco" was back in front by the complex. Roberts was determined to head the field though and on the second lap he made his bid on the outside before the chicane. The cars touched on braking and out of the hairy moment "Teleco" held on to his advantage for a lap before Roberts made another attack and this time went by on the outside into the bend where his desperate late-braking effort just paid off. From then on, Roberts held on to his lead for the rest of the race but "Teleco" was never far behind and had to contend with a strong challenge from Taylor; the Brazilian always held the upper hand and the champion was 0.6s adrift at the finish. Maskell spun away his fourth place at the chicane on the second lap, leaving that place easily to Rouff while Maskell outdid Spitzley on the last lap at the chicane to reclaim fifth place. After his spin Preussen worked back to seventh ahead of Derek Lawrence's Ehrlich ES2 while Glen Eagling's one-off drive in Mo Harness' usual Modus March 733 was handicapped with a first lap spin at the complex.

There was never much doubt about the outcome of the Blue Circle modified sports car race. Leaving his Jaguar XK120 at home, John Pearson romped into the lead with his Race Engine Services-tuned VRM Lotus Elan with some very rapid motoring Pearson opened up 20s over the rest by the conclusion of eight laps and took 1.2s off the class record. Having to contend with diddy tyres on the rear and wide ones on the front, Jon Fletcher was experiencing terrible problems with the handling of his Elan but the Blue Circle champion hung on to second place from John Evans' Lotus Elan and John Miles' Turner Mk 3 for four laps before Evans slipped by leaving Miles to harry Fletcher to the finish. Another front 2 litre runner would have been Richard Janvey's blown Midget but that broke its en-

gine in practice leaving a vacant spot on the front row of the grid.

Meanwhile there was drama behind, from the first lap onwards John Absalom's big-engined Ginetta G4, Robin Gray's Morgan Plus 8 and Brian Hough's TVR Tuscan were involved in a large spinnage at the complex on the first lap, from which Absalom eventually retired with damaged bodywork and the other two lost a lot of places, while Bob Jarvis' rapid Davrian-Carter Imp Mk 5 failed to live up to its quick practice form due to a sick engine caused by a dud condenser. Therefore, way behind the first four 1151 to 2 litre cars fifth place was initially held by Ed Stephens' ex Hough TVR Tuscan V6 from Andy Fraser's 3 litre Marcos Ford for the lead of the 2- to 3 litre class until the TVR had a big sideways moment at the chicane on the second lap and lost touch with the record-breaking Marcos. Stephens was then involved in a tussle for sixth place with leader of the over 3 litre class, Guy Bedington's V12 E type Jaguar, but both were being caught rapidly by Hough's Tuscan which was getting well sideways in its attempts to regain the class lead from hill-climber and sprinter Bedington. Having just taken Stephens' Tuscan on the seventh and penultimate lap, it was then that Hough's car shot off into the bank backwards in the region of Kimpton at considerable speed, the car dug into the bank and demolished itself, killing poor Hough instantly. So the rest of the race was run at a slow pace with Bedington claiming the class in sixth ahead of Stephens and Robin Gray's Morgan Plus 8 which demoted Dave Tomlinson's Elva Courier Mk 4 on the last lap for eighth place, Gray being second in the big class. With Jarvis out, the 1150 class was left between Andy Bailey's Sprite and Roger Cowdry's Ginetta and a hard-fought battle it was too before Cowdry got by Bailey on the last lap. Des Keech's 1600 Marcos was well placed before spinning and retiring with a blown head gasket and John Chatham's burly MQC was another to drop out from a high placing with a cutting out engine.

There was a superb front row for the Forward Trust special saloon finale comprising Tony Hazlewood's big-engined Daf 55, Brian Cutting's Escort Martin V8 (Cutting having his last race before retirement from motor sport) and Gerry Marshall's Blydenstein 16 valve Firenze and all three cars sported a boot-mounted aerofoil. It was quite a frantic start with the three changing places continually to the complex where Cutting claimed the lead from Marshall and Hazlewood which is how it remained for a couple of laps. But Cutting's hopes of retiring with a win were dashed when smoke started to plume out of the Escort and after Marshall had taken over the lead, Cutting headed for the pits hardly able to see for all the smoke, caused by the sump bolts coming adrift. But setting incred-

ible lap times, Hazlewood powered back onto Marshall's tail and went by on the straight before the chicane on the sixth lap although he then got mixed up with back markers at Allard and Marshall went back in front. Further baulked on the last lap at the complex, the Daf lost touch with Marshall on the last lap although that didn't stop Gerry performing his customary sideways power-slide out of the chicane.

Third place contained the 1300 class battle between the Longman prepared Minis of John Watts and Ian Briggs with Watts always holding the lead and close behind them there was another Mini battle between Phil Winter and Bernie Morley until the fourth lap when Morley went up the escape road at the chicane when in front, but the handling was not at all right on Morley's Mini as the car had been damaged in an accident en route to the circuit and he retired. So sixth place was taken by Bailie Russell's Escort closely pursued by David Boon's Mini with Ray Payne's record-breaking Hartwell Imp easily outpacing the rest of the 1 litre class in holding eighth place overall from John Pope's Viva and the Mini-Coopers of Roger Saunders and John Counley after a race-long battle. While Marshall, Watts and Payne won their championship classes, the overall award went to 850 class winner Peter Crouch who yet again won his class and broke the record while holding off his partner, Neil Dineen in a virtually identical Longman Mini. Most of this race was unfortunately run under yellow and white flags when the 850 Minis of Reg Ward and Graham Sayer were involved in an accident at Kimpton on the first lap which seriously damaged Ward's car although he escaped with slight injuries.

Most of the drama for the Castrol MN sports GT race came in practice which was stopped when John Jordan heavily crashed his 7 litre McLaren M6B at Segrave on the first lap, from a very badly wrecked car Jordan was taken to hospital with leg and rib injuries. Once past John Markey's Chevron-headed Gropa at Church on the first lap, champion Jeremy Lord disappeared into the distance



John Pearson dominated the tragic modsports race with his VRM Lotus Elan, by leading from start to finish and breaking the record.

with his Minilite Lola-FVA T212 while Markey's flat sounding Gropa dropped towards Tim Goss' equally sick Gropa BMW but the positions never looked like changing and didn't Jeremy Sumner's Chevron B6 smote the Armetco barrier at the chicane after spinning on the first lap, leaving fourth place to Lee Kaye's Lola FVC T290 but John Quick made rapid progress through the field with the Embay Racing Chevron-FVC B23 after having a push start; he easily took over fourth place but his 10s penalty dropped him back behind Kaye in the results. Mike Andrew's very quick 1300 Mantelaw-tuned Alexis looked like taking the championship class lead as he held sixth place but a rose joint broke on the sixth lap and he dropped out, leaving sixth to Anthony Hutton who pressed his glorious Mirage GT40 past Pete Andrews' Martin-FVA BM10 on the last lap and Lyndon Thorne's Aldon inherited the 1300 section.

Results on page 50



Mudge sets in at Oulton Park as the 1973 season draws to a close with the Motorcraft Mexico race. Going down the Avenue, Mansfield leads du Cotta, Wilkinson and the rest.

OULTON PARK

Dutton claims Castrol saloon title

By IAN TITCHMARSH Photos by PETER McFADYEN

A year which has seen Sunday racing at Oulton Park for the very first time, came to a close last Saturday when the BRSCC NW centre presented the final rounds of three championships, although the closest racing by far came in the three non-championship races, apart that is from the excellent Mexico Challenge event. Ivan Dutton capped a season of total class domination with his Escort Sport to take the Castrol Group 1 title while Geoff Till's Midget ended up with more STP points than Shaun Jackson's TR6. However, the RAC are still looking into the goings-on at Mallory Park two weeks ago. Allan Wilkinson had already assured himself of the Motorcraft Mexico series but won the final round anyway after a desperately exciting struggle.

The large Formula Ford entry created two races, both producing close battles for the lead. Stuart Baird (Merlyn Mk 24) and Graham Cuthbert (Van Diemen) shared fastest time in practice and subsequently the lead in the race, gradually pulling away from Kelvin Hesketh's Merlyn Mk 24 and Ed Wilcox's supremely tatty Mk 11A. For four laps Baird had the advantage until the Dundee baker's Van Diemen slipped past at Knickerbrook. Baird repassed at Old Hall and held on until the end of lap seven when Cuthbert used the inside line at Lodge to lead once more. At Knickerbrook for the ninth time the Merlyn driver put his Oulton experience to good use and moved ahead again, finally crossing the line half a length ahead of the Scot. Wilcox and Hesketh changed places with similar fervour, but held each other up, so that they were

caught by Richard Jones (Hawke DL10 11) and Chris Mudge (Merlyn Mk 20A). Jones, happy with his revamped car, was going better than ever but spun down to seventh on lap nine leaving Hesketh, Wilcox and Mudge to take the flag as one. A fine race!

Overheating of both towing van and Camaro reduced Richard Lloyd to the back of the grid plus 10's for the first production saloon race, leaving Stuart Graham with no opposition. The former motor-cyclist, who would be well worth a good sponsor for next year's Saloon Car Championship, immediately opened up a gap and held it as he wished for the remaining nine laps. Les Leston muffed his gearchanges away from the line but soon established himself in second place about 10's behind. Lloyd's progress was the main attraction for the Simoniz-sponsored car had been allowed out of the paddock late and started from the pit lane. From 19th on lap one Richard climbed up to third with four laps to go but was unable to catch the other Chevrolets. Tony Lanfranchi was able to muster all three BMWs again, in their rightful colours, and the German cars ran round in formation until the last lap when Donald MacLeod in the Aramis car tried to take Cascades, Island and Esso abreast of Roger Bell's Rothmans car. At Esso Bell spun, harmlessly at first until John Handley arrived brakeless a few minutes later, and the net result was a badly buckled BMW and similarly battered Alfa Romeo. Stan Clark in the other Alfa spent the race ahead of his team-mate duelling with Gordon Spice's Capri to take sixth behind

Lanfranchi and MacLeod.

The concurrent £1,500 class was dominated by Ivan Dutton who only had to win to clinch the championship, whatever Bernard Unett might do later. Despite this, Dutton drove on the limit all the way, underlining his superiority and leaving the other Escort of John Lyon to cope with the Sincos of Jenny Birrell and Tony Charnell. Lyon's engine eventually went flat while Charnell had an altercation with Lloyd at Old Hall as the Camaro made up for its delayed start, so Mrs Graham Birrell was second to the distant Dutton.

One of the major scandals of the 1973 Oulton Park season has been the complete failure of the BRSCC and its *alter ego* to run a single modsports race. Instead, the STP prod sports races have been inflicted on us. This time the entry included just about every competitor in the country, making 21 starters for the four classes which were started in reverse order at 20's intervals. When racing needs this sort of artificial stimulus, there must be something wrong. Once the confusion had sorted itself out, and two of the faster cars had left the road sifting their way through the MGs, the traditional pattern was established by half-distance with Nick Faure's spectacular Porsche leading Chris Meek's tatty De Tomaso, which had started 10's late anyway. Alan Minshaw and Malcolm Wayne were on their own in third and fourth places, the other Europa of Julien Stock having taken to the grass at Cascades. Shaun Jackson's TR6 and David Cudworth's F-registered but enterprisingly-driven Eln completed the unlapped runners, even allowing for the "handicap", while John de Stefano's Porsche took on the Knickerbrook sleepers and lost. "I agree with



Bernard Unett's Hunter leads Tim Stock's Firenza and the field into Old Hall (above). Commanding winner of the big Castrol race was Stuart Graham's Camaro, here seen exiting Lodge corner



Formula Ford (10 laps) 1. Stuart Beard (Morgan Rowland Mk 24, 17 m 57.8 s, 92.22 mph) 2. Graham Cuthbert (Van Daman 5-hour PAZ) 17 m 57.8 s 3. Kelvin Hasketh (Morgan Rowland Mk 24, 18 m 4.4 s 4. Ed Wicks (Morgan Rowland Mk 11A, 18 m 1.0 s 5. Chris Mudge (Morgan Rowland Mk 20A, 18 m 1.0 s 6. Phil Downes (T. An T. An Mk 5), 18 m 34.4 s Fastest lap: Cuthbert 1 m 46.3 s, 93.77 mph

Castrol Production Saloon Car Championship final round (10 laps) 1. Stuart Graham (1971 new model Camaro Z28, 19 m 17.4 s, 89.84 mph) 2. Les Leeson (1971 Chevrolet Camaro Z28, 19 m 28.5 s 3. Richard Lloyd (1971 Chevrolet Camaro Z28, 19 m 44.2 s 4. Tony Lanfranchi (20 BMW 5, 19 m 56.0 s

Over £1,500 class 1. Graham 89.84 mph 2. Leeson 87.45 mph Fastest lap: Lloyd 1 m 53.4 s, 87.65 mph

1801 to £1,050 class 1. Van Dutton (1971 Ford Escort Sport, 82.49 mph) 2. Jenny Birch (1971 Ford Escort Sport, 82.49 mph) 3. John Lyon (1971 Ford Escort Sport, 82.49 mph) 4. Dutton 2 m 21.8 s, 74.41 mph

STP Production Sports Car Championship final round (10 laps) 1. Nick Fawcett (1971 Porsche Carrera RS), 18 m 40.4 s, 88.72 mph 2. Chris Meek (58 Da Tommas Pantera), 18 m 51.4 s 3. Ash Mawham (1971 Lotus Europa), 19 m 38.2 s 4. Malcolm Wayne (1971 Lotus Europa Spec), 20 m 0.0 s

Over £1,000 class 1. Fawcett 88.72 mph 2. Meek 87.45 mph 3. Pycroft (58 Da Tommas Pantera) Fastest lap: Fawcett 1 m 50.2 s, 90.20 mph (record)

£1,025 to £1,000 class 1. Mawham 84.51 mph 2. Wayne 84.51 mph 3. David Cudworth (1971 Lotus Elan Sport), 84.51 mph Fastest lap: Mawham 1 m 54.8 s, 86.58 mph (record)

£1,201 to £1,625 class 1. Shaun Jackson (1971 Triumph TR6), 78.01 mph 2. John Handley (1971 Triumph TR6), 78.01 mph 3. Colin Bower (1971 MGB), 78.01 mph Fastest lap: Jackson 2 m 56.4 s, 79.14 mph (record)

Up to £1,200 class 1. Geoff T. (1971 MG Midget), 78.35 mph 2. Andrew Chubb (1971 MG Midget), 78.35 mph 3. Terry Macnaway (1971 MG Midget) Fastest lap: T. 2 m 11.4 s, 75.64 mph (record)

Castrol Production Saloon Car Championship final round (10 laps) 1. Bernard Unett (1971 Humber Mincer

GLS 20 m 34.0 s, 80.23 mph) 2. Tim Stock (1971 Vauxhall Firenza SL, 20 m 51.8 s 3. Barry Williams (1971 Vauxhall Firenza SL, 21 m 06.5 s 4. John Harris (1971 Humber GLS), 21 m 7.8 s

£1,051 to £1,500 class 1. Unett, 82.23 mph 2. Stock 81.45 mph Fastest lap: Unett 2 m 24.4 s, 81.21 mph

Up to £800 class 1. Tony Lanfranchi (1971 Moskvich 412, 71.78 mph) 2. Tony 5.000, 5. Moskvich 412, 71.78 mph 3. Moskvich 412, 71.78 mph Fastest lap: Lanfranchi 2 m 17.8 s, 77.17 mph (record)

Formula Ford (10 laps) 1. Keith Wilson (Jaguar XJ6, 21 m 12.4 s, 90.44 mph) 2. Mike W. (Morgan Rowland Mk 11A, 18 m 17.4 s 3. John Seavey (Morgan Rowland Mk 11A, 18 m 17.4 s 4. John Kent (Morgan Rowland Mk 11A, 18 m 17.4 s 5. Tim Rasmussen (Morgan Rowland Mk 11A, 18 m 17.4 s 6. John Rasmussen (Morgan Rowland Mk 11A, 18 m 17.4 s 7. John Rasmussen (Morgan Rowland Mk 11A, 18 m 17.4 s 8. John Rasmussen (Morgan Rowland Mk 11A, 18 m 17.4 s 9. John Rasmussen (Morgan Rowland Mk 11A, 18 m 17.4 s 10. John Rasmussen (Morgan Rowland Mk 11A, 18 m 17.4 s

Motorcraft Mexico Challenge Championship final round (10 laps) 1. Alan W. (1971 Ford Anglia 1000, 21 m 17.4 s, 88.72 mph) 2. Rod Mawham (1971 Ford Anglia 1000, 21 m 17.4 s, 88.72 mph) 3. Mike W. (1971 Ford Anglia 1000, 21 m 17.4 s, 88.72 mph) 4. Mike Freeman (1971 Ford Anglia 1000, 21 m 17.4 s, 88.72 mph) 5. Peter R. (1971 Ford Anglia 1000, 21 m 17.4 s, 88.72 mph) 6. Tony G. (1971 Ford Anglia 1000, 21 m 17.4 s, 88.72 mph) 7. Mike W. (1971 Ford Anglia 1000, 21 m 17.4 s, 88.72 mph) 8. Mike W. (1971 Ford Anglia 1000, 21 m 17.4 s, 88.72 mph) 9. Mike W. (1971 Ford Anglia 1000, 21 m 17.4 s, 88.72 mph) 10. Mike W. (1971 Ford Anglia 1000, 21 m 17.4 s, 88.72 mph)

Over £1,000 cc class 1. Mann 89.64 mph only Whither Fastest lap: Mann 1 m 49.0 s, 91.19 mph

1001 to 1600 cc class 1. Smith 89.73 mph 2. Chappel 89.73 mph 3. Smith 89.73 mph 4. Smith 89.73 mph 5. Smith 89.73 mph 6. Smith 89.73 mph 7. Smith 89.73 mph 8. Smith 89.73 mph 9. Smith 89.73 mph 10. Smith 89.73 mph

£51 to 1000 cc class 1. George Hard (1971 M. H. Cooper S, 82.93 mph) 2. Mike Seccati (1971 Ford Anglia 1000, 82.93 mph) 3. Ron Hough (1971 M. H. Cooper S, 82.93 mph) 4. Ron Hough (1971 M. H. Cooper S, 82.93 mph) 5. Ron Hough (1971 M. H. Cooper S, 82.93 mph) 6. Ron Hough (1971 M. H. Cooper S, 82.93 mph) 7. Ron Hough (1971 M. H. Cooper S, 82.93 mph) 8. Ron Hough (1971 M. H. Cooper S, 82.93 mph) 9. Ron Hough (1971 M. H. Cooper S, 82.93 mph) 10. Ron Hough (1971 M. H. Cooper S, 82.93 mph)

Up to 850 cc class 1. Andrew Highton (1971 M. H. Cooper S, 71.88 mph) 2. Keith Simpson (1971 M. H. Cooper S, 71.88 mph) 3. Keith Simpson (1971 M. H. Cooper S, 71.88 mph) 4. Keith Simpson (1971 M. H. Cooper S, 71.88 mph) 5. Keith Simpson (1971 M. H. Cooper S, 71.88 mph) 6. Keith Simpson (1971 M. H. Cooper S, 71.88 mph) 7. Keith Simpson (1971 M. H. Cooper S, 71.88 mph) 8. Keith Simpson (1971 M. H. Cooper S, 71.88 mph) 9. Keith Simpson (1971 M. H. Cooper S, 71.88 mph) 10. Keith Simpson (1971 M. H. Cooper S, 71.88 mph)

everything you say about prod sports," a leading entrant told us

If the last race was bad, the ensuing Castrol GI event was no better. Any prospect of dicing was badly hampered by the presence from the first lap of Bob Bucknell's Fiat 124 Special T and Peter Jopp's Moskvich on the track at Knickerbrook after the Italian car had shunted very heavily. Bernard Unett was able to lead all the way in the Humber Hunter for Tim Stock could not use the greater speed of his Vauxhall Firenza on Top Straight to pass at Knickerbrook under the yellow flags.

Eventually Stock spun at Old Hall, leaving Unett completely unchallenged although Barrie Williams, in his Tour of Britain car, was unable to catch the other Firenza for second despite some typically spectacular cornering. A mild dice occurred for a few laps between Stuart McCrudden's Cortina GT and Neil McGrath's Escort Mexico but this petered out in favour of the larger car, which surely wasn't on the approved list of Fords for Group 1 at the start of the year. Tony Lanfranchi won the Moskvich class again to mark the end of the Russian car's reign as a racer if cc rather than cc dicite classification next year.

The second FF race was as good as the first. This time it was between the Jamun TZ of Keith Wilson and Mike Wrigley's Merlyn Mk 11A, both cars dating back to the early days of the formula. Wrigley was the initial leader but Wilson took over at half distance and thereafter retained the advantage more or less to the end. An enterprising move by Wrigley at Old Hall on lap eight saw him back in front but Wilson took the outside line at Knickerbrook a lap later and used his experience to keep Wrigley at bay, the Merlyn crossing the line mere inches behind John Stevens added to Jamun joy by coming in third a few seconds later, having earned pole position but being troubled with locking brakes in the race. He finished a few yards ahead of John Kent's Royale RPI6 and Tim Rasmussen's Titan Mk 6 which shared the same time.

The first three places in the Mexico Challenge had already been decided in favour of Allan Wilkinson, Rod Mansfield and Tony Dron but the final round was contested as if everything depended on it. On lap one the order was Wilkinson, David da Costa, Neil McGrath, Mansfield, Nick Weir, Mike Freeman, Tony Dron and Peter Ripley. It was never the same again! Wilkinson led for four laps before da Costa took over only to have the engine go "pop" on the last lap and hand his well-deserved win back to Wilkinson. Behind them places changed at every corner, panels crunched and paint swapped and only Weir fell off Mansfield, McGrath and Freeman trailed Wilkinson by an overrider each while Ripley and Dron completed the first six. Gerry Marshall was on hand to see his two-year-old lap record beaten by 0.2 s by Mansfield and Freeman. Next year Ford employees will be banned, for some reason, eliminating Wilkinson and Mansfield amongst others, which is a pity.

Despite a new diff, Chris Meek broke his special saloon record in practice with the Princess Its Escort BDG, and then broke the diff as well, so he non-started. John Chappel's hitherto invincible Cooper S was on the back row after brake problems so the lead was taken by Eric Smith's BDA-engined Mini Clubman from Tony Mann's very fast Anglia 1.0. Chappel was incredibly third behind these two by the second lap but that was as far as he could go. Mann, however, wanted to lead the race and pressed the very fast blue Mini harder and harder until steaming past on Top Straight on lap six. Smith regained the lead up Clay Hill a lap later but then ran wide at Lodge on lap eight, allowing the Anglia in front again. It was Smith ahead once more on the next lap and he just stayed there as the two cars crossed the line in the twilight to bring the season excitingly to a close. Behind Chappel, Denis Welch's Anglia 1.0 was always marginally in front of the Cooper Ss of Roger Matthews and Greg Taft, the latter eventually losing a very close tussle by spinning off at Knickerbrook. Brother Paul had earlier stopped to remove a damaged bonnet from his Cooper S but continued to take a naked



Phillips at Woodcote in the double championship-winning Unitam Escort Sport

TRACK TEST

Ivan Dutton's Escort

by IAN PHILLIPS

"So there I was in this pub with a fellow from Lyons Team and I said, 'you buy me an Escort, just like one of your rep's cars, and I'll race and I'll paralyse 'em,'" said Ivan Dutton in 1972. Who was Ivan Dutton? Well, for one thing he was not a racing driver, he'd never even thought about it. The story continued, "Outside the pub I became a bit more professional like and the bloke agreed so long as I said I was going to win. I said I'd paralyse 'em so I bloody well had to."

In his first ever year of racing, 1972, and the first year of GI, Dutton scored 18 wins with the Lyons Quick Brew Escort Sport. This year with the same car, sponsored by Unitam, he has won 31 races and won both the Castrol and Britax championships.

Last week the down to earth and amusing Dutton allowed me to drive his precious Escort at Silverstone even though it was only two days before his weekend double championship bid. The day was actually set up by the sponsors Unitam, which is a lively creative marketing organisation run by long time enthusiast Sydney Pemberton and Dick Smith. Although this is their first venture into sponsorship they know the value of it only too well as it was them who created Team Castrol, Team FordSure and proposed and organised the Lyons Cakes Kart Team for the National championships last year. Unitam's involvement with Lyons in other directions made it inevitable that they should come into contact with Dutton.

Dutton himself came into racing rather by accident. He used to work at the London Sports Car Centre and helped a few people out with their cars and, in fact, competed with a Morgan three-wheeler at one stage. After branching out on his own into buying and selling cars he revisited the LSCC one day and got talking to Alan Foster. It was Foster who gave him the idea of going racing when he said he was about to take it up again in this new Group 1 formula where "they race standard saloons like we used to in the old days." Dutton became quite enthusiastic at this point and phoned the RAC to find out what it was all about.

Still not really knowing what it all was he bought a 1275 Mini for £375. He fitted it with a roll cage and seat belts and raced it four times and shunted it once before

selling it for £365. The bug had bitten, however, and he had managed to talk Lyons into paying for a brand new Escort Sport. It was then that the successes started coming but Ivan is quick to point out that a lot of it was due to the help he received from his fellow competitors.

At the end of last season he tried to sell the car for £1,000 but nobody wanted it so he had to keep it. "If I had sold it I would probably never have bothered again." Well, all the other GI competitors in this country probably wished he had sold it and given somebody else a chance this year.

Having decided to keep going Ivan undertook all the preparation himself for 1973 including the engine which had previously been done by Janspeed; "When I came into it Jeremy Walton was winning everything in a Janspeed Escort so I thought the only way to beat him was to join him in the beginning."

What goes into the preparation of such a dominant GI car that still makes it legal?

There are obviously one or two crafty dodges and Ivan "knew a little bit about cars, which all helped." Ivan spends a great deal of time looking after the Escort and its reliability record bears this out, just one retirement in 33 races which was, in fact, in the Tour of Britain when a front stub axle broke and a wheel came off.

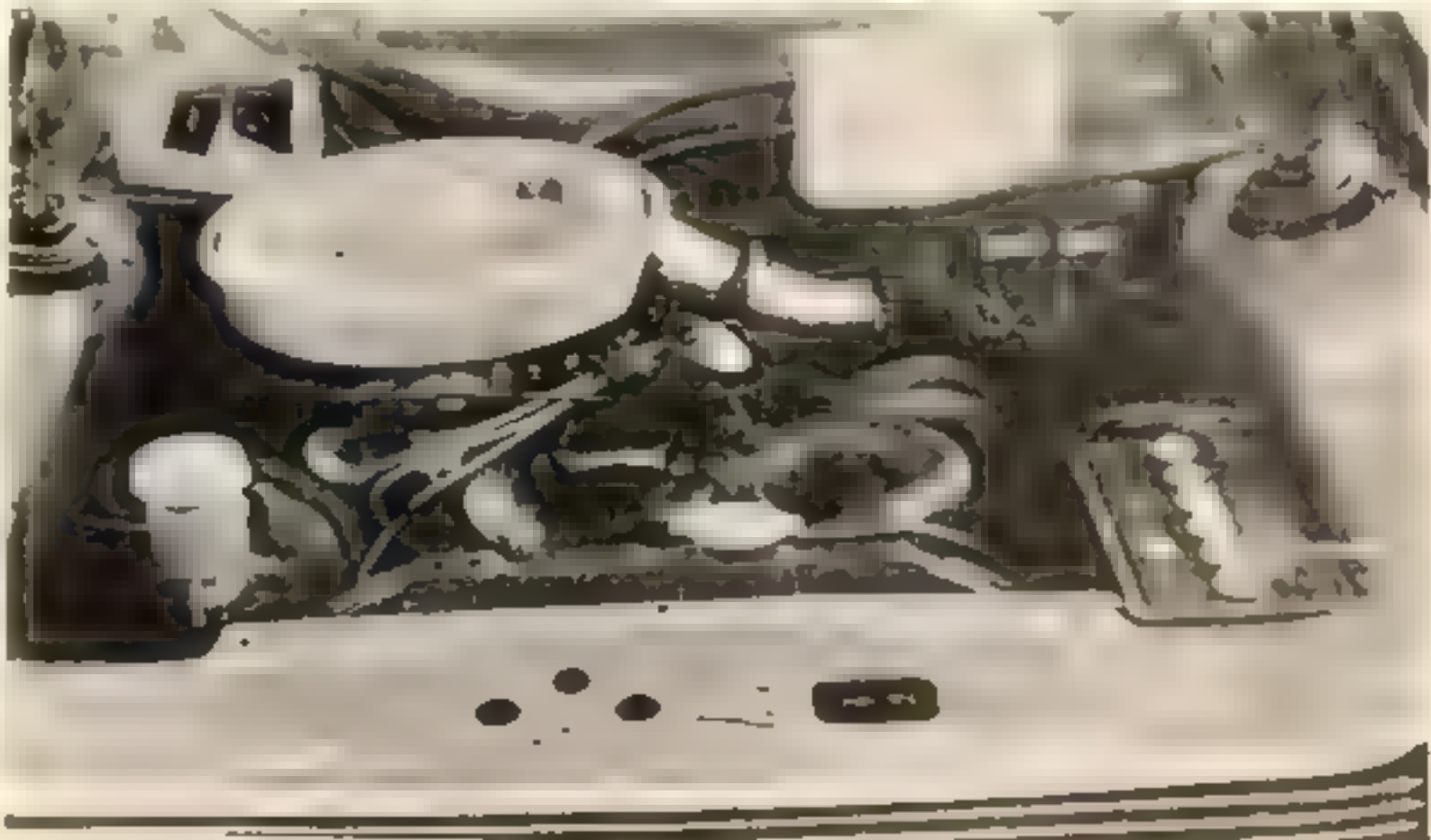
You would have thought that with 31 wins from 35 starts and lap records virtually everywhere that somebody would have protested at the car but it has never happened. It was sealed at Brands just recently but was found to be perfectly legal. "I know it's legal, there's no point in cheating. I can afford to go out and be 7 s a lap quicker than anyone else in the class because I know it's legal. If it was bent I'd have to hang back and make a race of it so it would look like the cars were all the same. I've tried some of the tricks but the difference they make is so small that it's just not worth it."

So what has been done to the Unitam car? The answer really is very little. Ivan reckons the main tweak is his carburettor. Although the regulations forbid any changes to the air intake there's nothing to say that the amount of fuel mixed with it cannot be altered. Consequently, all the economy measures have been taken out and so the petrol just floods into the engine so that it runs incredibly rich and the mpg rating drops to 15. Both chokes on the carburettor are in operation all the time and the jets are 175 instead of 125. The fuel is delivered to the carb via a Bendix pump instead of the standard mechanical one which just uses up power with its camshaft take off. Something else which Ivan reckons is worth a fair amount is the breathing of the engine and he has taken a lot of time in getting this right and the two pipes lead to the catch tank on the front bulkhead.

On the electrical side Denny Rowland gave him a tip to fit a Bosch 9V coil into the 12V system without a ballast resistor and this has always proved satisfactory. The distributor gave trouble at one stage when the car started to misfire and Ivan eventually found that there were in fact two types of cap available for the Escort Sport, the positioning of the number one terminal being different. When he went to buy a new one he was told that he had the wrong type. He bought a new one and that didn't work so he tried another and another and just could not get it right so he went back to the old "wrong type" and regained 200 revs immediately.

When the engine has to be rebuilt Hithorne in West London do any boring that might have to be done. Ivan likes to have the engine tight. "I don't believe in running in, I won my first race with just 50 miles on the clock." The great thing about GI of course is that it is not necessary to go to a circuit for testing. Ivan does his engine testing on the M1 and

Not much different here except the catch tank on the bulkhead





Ivan Dutton (right) with Dick Smith of Unitem.

drives the car to circuits when his £180 Humber Super Snipe tow car is in use in his hire car business.

One thing that fellow Escort Sport drivers cannot fathom out is why Ivan's car is much lower than theirs and can still get over the measuring block.

"This article will go in after the weekend, won't it?"

"Yes."

"Then I'll tell you."

Briefly, what Ivan discovered was that if the springs were lowered the first thing that would hit the measuring block was the exhaust clamp. You cannot modify this and so most people stop the lowering at this point. However, a quick look at the V-shaped engine mount provides a way round this. Between the engine and the mount are stretchable rubber dampers and by jacking up the engine so that it takes up the full adjustment and then tightening the bolts, hey presto, you can lower the springs another inch.

The only other main tweak is the Bilstein shock absorbers at the front which he has had on for the past eight races. Ivan feels this gives a marginally better ride than the standard ones fitted before which were filled with standard Duckhams oil. The rears are standard adjustables. Last year it was permissible to fit an anti-tramp bar and when this year's regs were announced and they were banned they all cried, "No way will the cars be driveable," however the regs went through and to their astonishment the cars are quite driveable.

On the tyre front Ivan, of course, runs the almost compulsory Michelin TB5s in place of the original Torinos. "They're just like the

racing slicks we had last year and must be worth 1.5s a lap. The Torinos were very good though, much better than Kiebers which were too hard."

Silverstone last Wednesday was warm and dry and when I got there Ivan was trundling round in the car just to make sure everything was okay. He came in and said: "It's going well today, I'm getting 6100 rpm easily on the straight, it's all yours." Although he said nothing about not trying too hard because of the oncoming weekend, I had to assure Ivan that I would not be ear holing it or trying to reach maximum revs at any stage. I also inquired how easily the thing turns over, because, although I don't see a lot of GI racing, Monday mornings always seem to be full of how so and so rolled over the week end. "If it spins put your foot hard on the brake and leave it there," he said, "if you take it off at even 5 mph a tyre will grip and you'll be over."

With this in mind I was glad to see the strong roll-over cage and to do up the Willans four strap belts. Being a good deal taller than Ivan I felt I would have had more room if I'd have hung my legs through the steering wheel but this would obviously provide more problems than being cramped underneath the wheel (the seat was not adjustable but was extremely comfortable). "It runs very rich so floor the throttle when you start it," I was told. This I did and the open exhaust roared from under the belly of the car and I was off. "You'll be surprised at the acceleration," Ivan had said, and certainly it was more noticeable than the ShellSport Mexico I drove a few months ago. The thing that surprised me most of all was the ease

in which the engine climbed through the rev range. The red line on the rev counter started at 6000 but Ivan said he used just over 7000 in second and just 7000 in third. I decided to stay a good 500 below this but to do it meant keeping a good eye on the fast moving

The initial impression of the handling was that the car was very hard and would wander a shade. The steering was very light and precise, the front tyres were at 44 psi but, as I found in the Mexico, one soon becomes used to this feeling and confidence grows rapidly.

After a few laps warming myself up, the true capabilities and characteristics of the car became apparent. The first thing that comes to light when cornering quickly is the tendency to pick up the inside rear wheel. This, of course, is inevitable in the majority of the GI cars and half the technique of driving the cars quickly is to find a way out of this problem. It's like certain corners can easily be taken flat out but in doing so you are scrubbing off so much speed that the less brave way of touching the brakes and even going down a gear is the much quicker way round. The art of GI seems to be smoothness rather than hairy balls-out stuff.

For Copse I was dabbing the brakes and changing down and the engine screamed all the way through but braking should not be necessary and, in fact, it probably could be taken in top but I wondered what would happen if I got into trouble and backed off. The understeer is very marked and with trying to keep all four wheels on the ground I was using all the road. Taking it in third I always knew there were more revs there if needed. The belt up to Becketts took in the inconsequential left-handed Maggotts, although while letting an FF through on one lap I took it far too tight and got a giant wobble on. The rev counter was well under six when I started getting into shape for Becketts. On the Silverstone club circuit it's the only place where you really stamp on the brakes. Those on the Escort inspired more and more confidence and I was leaving it later and later. The first thing that happened was violent axle tramp and then the fronts would lock briefly. It was all a bit disconcerting at first but later it became great fun. It was then rapidly down through the delightful Escort gearbox into second and chuck the car into the corner. At least that's the way I did it but lost a lot of time. I took it too tight and had the inside rear wheel well off and the revs were well up in the middle of the exit. A much wider line on entry and a gentle feed on of the power would have been a far better method.

It was into third very quickly and then into top for the majority of the main straight. Ivan likes to see 6100 rpm on the clock when he sets it up for Woodcote so I was happy with 6000 on most occasions before hitting the brakes early. If I had been trying hard, braking could have been done much later with axle tramping and locking up but the boss was watching so I did not try! At my pace, towards the end it was definitely a case of using all the road, more in an effort to keep all the wheels on the ground. However badly and slowly I was taking it though it was back into top gear well before the Motor bridge.

After about 15 laps I was really starting to enjoy driving the car and getting more and more confident with what it would do and rather disappointingly my conscience got the better of me and I stopped before I did anything silly, much to the relief of one I. Dutton.

My overall impression of driving in GI is that it is possible for anyone however good or bad a driver they might be, to get down to reasonable times but the rest is not made up by bravery, it is skill in driving smoothly.

After two years of racing in GI Dutton reckons that if he sells the car at the end of this year he will easily have broken even on his racing over the two years and that includes all the petrol, good hotels and everything. "If I win both the championships it will be a boost for all club racers because it will prove that you don't need a works car, a mechanic, lots of money or a great deal of skill and bravery."



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Gallacher takes the title

Drew Gallacher and Ian Muir became new Scottish champions over the weekend when they convincingly won the Berwick and District MCs Border Rally. Driving the Wyllies/ShellSport RS 2-litre, Gallacher finished over 2½ minutes ahead of Willie Crawford/David Hodges in the Lothian Sports Car/Lowland Tyres Escort RS1600. Crawford's position earned him second place on the championship. Less than a minute behind in third place was the Brooklyn Garages Mexico of Russell Brookes and John Brown while fourth place went to the SMT Opel Ascona of Ian Wilson/Neil Cairns who assured himself of third place in the championship.

Generously sponsored as usual by Lombard North Central, this year's Border Rally once again used the format of minimal road mileage with a dozen stages all concentrated in the massive Keilder Forest complex. Run as a national event for the first time, the rally again counted towards the Shell Scotsman championship and the Mexico Championship. The club received far more entries than they could cater for and although the maximum of 120 starters left the Hawick start on Saturday morning, many people were as usual disappointed. None more so than Ian Milne whose W J Reid Ferrisera RS broke down on the way down from Brechin and when he arrived late at the start found his number (14) had been allocated to one of the reserves. Bill Lymburn in his twin cam. Rules are rules but last place on the reserve list or "you might as well go home" seemed a bit hard on Milne who dejectedly drove the 200 miles back to Brechin. As usual the seeding on the Border left quite a lot to be desired and the time has surely come to abandon the idea of seeding the first 40 cars and leaving the rest to sort themselves out by receipt of entry. Rallying has become a big sport and it's high time that the organisers gave a lot more thought to seeding which at times this year has been quite diabolical.

Meanwhile back to the start. First car down the ramp was the championship contending Royal Bank of Scotland RS of Bill Taylor Ian MacIver and they were followed by the once leading Willment/Thor Mexico of Andy Dawson/Andy Marriot. Russell Brookes at three was followed by Drew Gallacher and then came the Mexicos of Bob Bean/Alan Greenwood and Nigel Rockey and Paul White. Willie Crawford and Ian Wilson filled number seven and eight, David Thompson/Moss Isley had the Harold Thompson's Firenza at nine, Les and Edna Eagleton were at 10 in their Twin Cam and the round dozen was made up by the Baillie brothers' Twin Cam and the Saab 96 of Phil Wilks Dennis Waller.

The first three stages lay in the Bewshaugh section of the forest between Keilder Viage and Lewisburn and went under the typically Border name of Cat Cairn, Eisin and Ferny Knowe. Exceedingly slippery conditions here saw literally dozens of cars leaping violently off the road and the unfortunate distinction of being the first man to do so went to Bill Taylor. Marooned in the ditch for what must have seemed like an eternity he eventually managed to get back on the track within his time allowance and despite a maximum of eight minutes set off in pursuit of Gallacher. This wasn't such a hopeless task either for George Forbes had also collected a maximum in his Firenza and by the finish had climbed back to ninth place overall. All it needed was Gallacher to make a slip somewhere; He certainly didn't look like making it on the first stage however and his time (5 m 12 s) was some 13 s in front of Willie Crawford and Brian Coyle's Stiletto which was admirably suited to the conditions. Brian Benson effectively retired his Twin Cam here when

he lost third gear and out too went Alasdair Pearson's Volvo which parked itself in a ditch for two hours.

The second stage at E sin was so muddy that it was no advantage to be running as one of the early cars, for all they did was to improve the surface for the faster men in the twenties. Consequently fastest time went to Bill Taylor who was running well down the field and he was followed by Peter Thompson's Firenza, Vince Findlayson (Imp), Alasdair Kesson (Escort RS) and George Forbes. Peter Dalkins Citroen was off in the bushes here while Nigel Clarkson and Prince Michael of Kent hit something rather solid and didn't improve the front end of their Escort. Gallacher was streets ahead of the field at Ferny Knowe where the number of broken cars was quite amazing. Any hopes that Bill Taylor might have had were dashed here when the crankshaft broke and so yet another Scottish Championship had slipped out of his grasp. Without in anyway detracting from Drew Gallacher one could almost feel the wave of disappointment sweep all through the event. Making its forest debut, was the Old Woking Datsun of Kevin Videan which went out when the diff oil cooler pipe fractured and Nigel Rockey collected a 14 minute maximum after going off. Tony Blane's Datsun and Alasdair Brearley's Escort both rolled out of the event and the Samson brothers made a mess of the underside of their Group Five Viva with a final excursion into the trees. Also in trouble was Bill Lymburn's Twin Cam which spent around 5 m in a ditch and the Hesketh Racing Escort of Jim Barnett which looked decidedly mangled after a trip into the undergrowth.

The action now moved to a quartet of stages in the forest between Wellhaugh and Shilburn Haugh. The first of these was a 4 m affair at Greenside and once again it was Gallacher to the fore, 5 s quicker than Bob Bean and 8 s in front of George Forbes. Brookes, Crawford, Gordon Armstrong (RS) and Arthur Jasper, in his recently acquired ex-Clark and Simpson RS, all continued to impress but Bill Lymburn lost another 2 m when the battery lead came adrift. In trouble with their electricals all morning were John Edwards Parton Don Davidson, and on this stage Davidson spent the whole time down on his knees in the Mexico trying to hold the junction box together.

Vince Findlayson collected a maximum in his Imp when the car got stuck in the mud at Scald Pipe while a similar fate befell the Vauxhall Magnum of David Porter which was off the road for nearly an hour. Gallacher was again well in front of Bean and Coyle here but on the next stage at Reeker Pike they were some 18 cars clean after an arrow-

Drew Gallacher—new Scottish Champion



ing mistake had missed out a loop in the stage. Ian Wilson's Ascona broke a shock absorber here and because of the locality he had to do the next stage before any repairs could be made.

The last stage before the halfway halt at Falstone was Dings Rigg and it was cleaned by Gallacher, Brookes and John Baillie. Willie Crawford was only 2 s down and he would almost certainly have cleaned it as well if the low tension lead had not jumped off the distributor just 200 yards from the finish. Luckily it was downhill. Arthur Jasper and Bill Lymburn were only 5 s down but out went Peter Thompson's Firenza which rolled end-over-end and Peter Dalkin's Citroen which went off again. Bob Bean had an off and bent a wing here while Mick Bolam's Wylam Avenger holed its radiator when the plastic fan blades broke up and attacked it.

At the halfway halt in the usual field at Falstone, times were posted quickly and Drew Gallacher was shown to have pulled out a commanding lead of 1 m 23 s from Russell Brookes. After a slowish start Willie Crawford was lying third, 11 s behind Brookes, but the result of the morning was undoubtedly that of Arthur Jasper who was still 18 s behind in fourth place despite having great difficulty remembering which gear he was in with the five speed box. The Shell Scotsman Championship race was further enhanced by Ian Wilson lying fifth in his "still for sale" Ascona. John Baillie was still showing everybody how quick he is in sixth spot, and the "Top Ten" was completed by Brian Coyle, Alasdair Kesson, David Thompson and Chris Stephenson in the ex-Bullough RS1600.

Starting just above Falstone was the eighth stage—the Pikes—and despite an unscheduled detour up a grass track Gallacher still managed to beat Crawford by 9 s. Crawford's time nevertheless was enough to take him into second place past Brookes. Nigel Rockey terminated a very unhappy event here when he wrote off the Mexico in a high speed end-over-end roll and, although visibly shaken, thankfully both Nigel and Paul White were unhurt. Brian Coyle had to retire after the next stage when a piston broke but also out around here went Prince Michael of Kent's Escort. Gallacher was only 4 s over the 7 m bogey at the Dodd and that was 18 s clear of Crawford and well over half a minute quicker than George Forbes, Ian Wilson, Arthur Jasper and Les Eagleton. Dai Roderick had to exit his RS here with unknown mechanical malades while Jim Howden's Avenger fell from the leading Chrysler position when the fan belt broke. At the delightfully named Hardy's Bog Stage George Forbes' time of 10 s over was the nearest anyone got to Gallacher who cleaned the stage by a couple of seconds. Baillie, Crawford, Jasper and Wilson were all covered by the next 5 s but off the road and out went John Brunning's Mexico.

The final two stages—Loof Hill and Lad's Cleugh—saw Gallacher increase his lead by a further 20 s and there was no doubt who had won both the rally and the championship. It was a professional performance by Gallacher who, apart from the muddy second stage, had been fastest on every single stage. By winning the Border Gallacher insured that his navigator Ian Muir took the Navigators Championship and it also meant that only three drivers had shared the overall wins in the 10 events in this year's championship. The score board reading, Roger Clark six, Gallacher three, and George Hill one. Arthur Jasper's first outing in his new car bode very well for the future and particular mention must be made of George Forbes who (back into competitive rallying with a vengeance after a long lay off because of an accident) would have finished third overall had it not been for his maximum on the third stage. Navigating for Arthur Jasper on the event, Roger Turnbull climbed to runner-up in the Navigators' Championship on the same number of points as Rob Baillie (third) while Dominic Buckley clinched the runner-up position in the challengers' championship—behind John Baillie. Third in the challengers' section goes to Ken Wood who did very well to finish 13th overall in his Cooper S.



A big, spacious four-door saloon with extremely comfortable cloth upholstered seats, the Beta looks more than its 1756 cc

The Lancia Beta is of immense interest because it is the first new model with Fiat backing. If there was some fear of a bit of badge engineering from the Fiat range, that danger has certainly been averted and the Beta proves to be an entirely new design in its own right. The twin-cam engine alone is an up-rated version of one of the parent company's products, the rest of the vehicle being a completely individual creation.

The Beta is made in 1400, 1600, and 1800 sizes, the latter, actually of 1756 cc, being the subject of the present test. The engine, with a 5 bhp bonus in Lancia form, derives from the Fiat 132 and it is interesting to compare the two cars. The Fiat has rear drive to a live axle and the Lancia has front drive with a transverse engine, but the wheelbase of both is identical. The Lancia is about a couple of inches wider and an inch lower, its extra 5 in of length being mostly in the nose. It looks an altogether larger car but weight is saved by the compact transmission layout, so it finishes up only a few pounds the heavier of the two.

A big, spacious four-door saloon with extremely comfortable cloth-upholstered seats, the Beta looks more than its 1756 cc. It has independent suspension on all four wheels by a strut-type suspension, in which sentimentalists may see a faint resemblance to much earlier Lancia designs. At the rear, two long, parallel links each side form the lower suspension members, with fore and aft location achieved by radius arms that are really the ends of an anti-roll torsion bar. This arrangement ensures the minimum of encroachment on passenger and luggage space, while the suspension geometry is a better compromise than that of semi-trailing arms.

The brakes are outboard discs all round, those in front having twin cylinders. There are two separate hydraulic circuits, one operating front brakes only and the other a mixed front and back connection, with a load-conscious valve regulating the proportion of rear braking. This means that in the unlikely event of a brake failure, there is always front braking. Really, the power of

An alpha in road holding for Lancia's new Beta

rear brakes alone is so much less, and the danger of a spin so much greater, that the retention of front brakes under all circumstances is highly desirable.

Mounted just ahead of the driveshafts and slightly inclined backwards, the engine has its crankshaft co axial with the primary shaft of the five speed gearbox, eliminating driving pinions. The gearbox pinions constitute part of the drive train, with helical spur gears to the differential forming the final drive.

The driver's seat is comfortable and gives good lateral location, the steering column having an adjustable angle. There is a very

good all round view except that the end of the tail cannot be seen when reversing in confined spaces. The sturdy gearlever is well placed, though some drivers might prefer it to be bent a little closer.

The twin-cam engine has astonishing torque and one can even use fifth gear when trickling through towns. The car is outstandingly quiet when driven lazily in this fashion, but the engine also delights in running at its maximum permitted speed of 6400 rpm and would go very much higher. The silence is replaced by the eager sound of a race bred engine having fun, but the power unit never

The Lancia Beta is a high-class car of advanced design which achieves in practice all the advantages that one would expect in theory



Road test

becomes noisy and the transmission is only just audible.

The staging of the five gears is just about perfect, which adds greatly to the pleasure of giving the engine its head. The gearchange is not particularly light in action but it is absolutely positive, which is the only way to enjoy five-speeds. The gear gate is the now most popular arrangement, with four ordinary speeds and fifth forward and out to the right against a spring. The earlier pattern, with first out to the left and back, is a nuisance now that we have so much slow traffic that the change to first is often needed. In England, the Beta could be used as an ordinary four-speeder, but the torque of the engine encourages the use of fifth for below the 94 mph maximum of fourth gear.

The roadholding, handling, and suspension

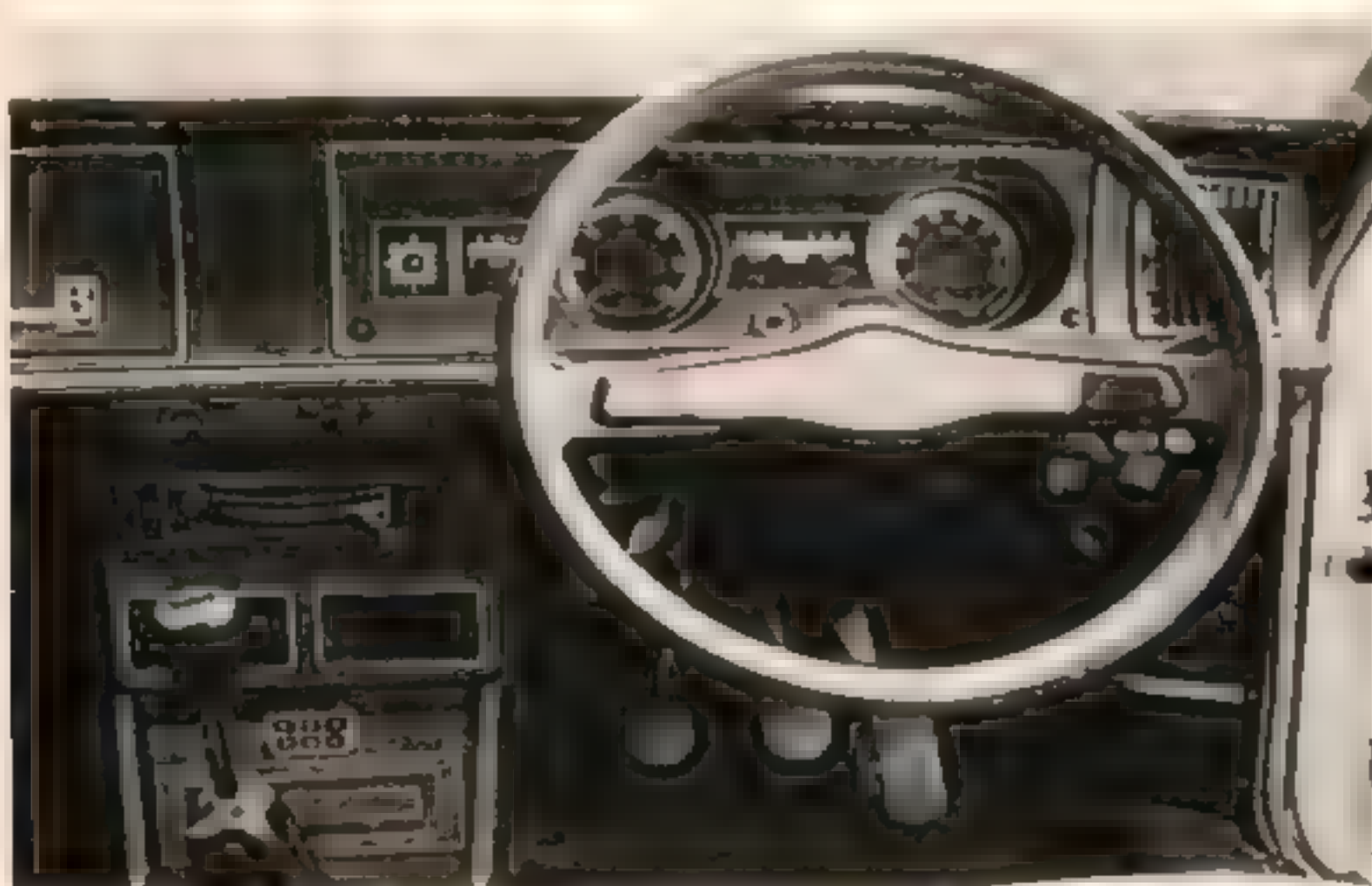
all reach extremely high standards. I found it advantageous to use the slightly higher tyre pressure which is advised for high speeds and heavy loads, for this gives lighter and more responsive steering, there are those who prefer the standard setting, but the car can be set up as desired by small changes in inflation. Curiously enough, the steering is considerably lighter than that of the Fiat 132, which is a rear-drive car. The ride is firm at low speeds with the higher pressures, but absolute stability and outstanding comfort are given at cruising speeds.

The cornering power is high and there is very little roll, with just a shade of under steer during normal driving. The brakes seem to have too much servo assistance at first, but they are extremely powerful and never show any sign of fading.

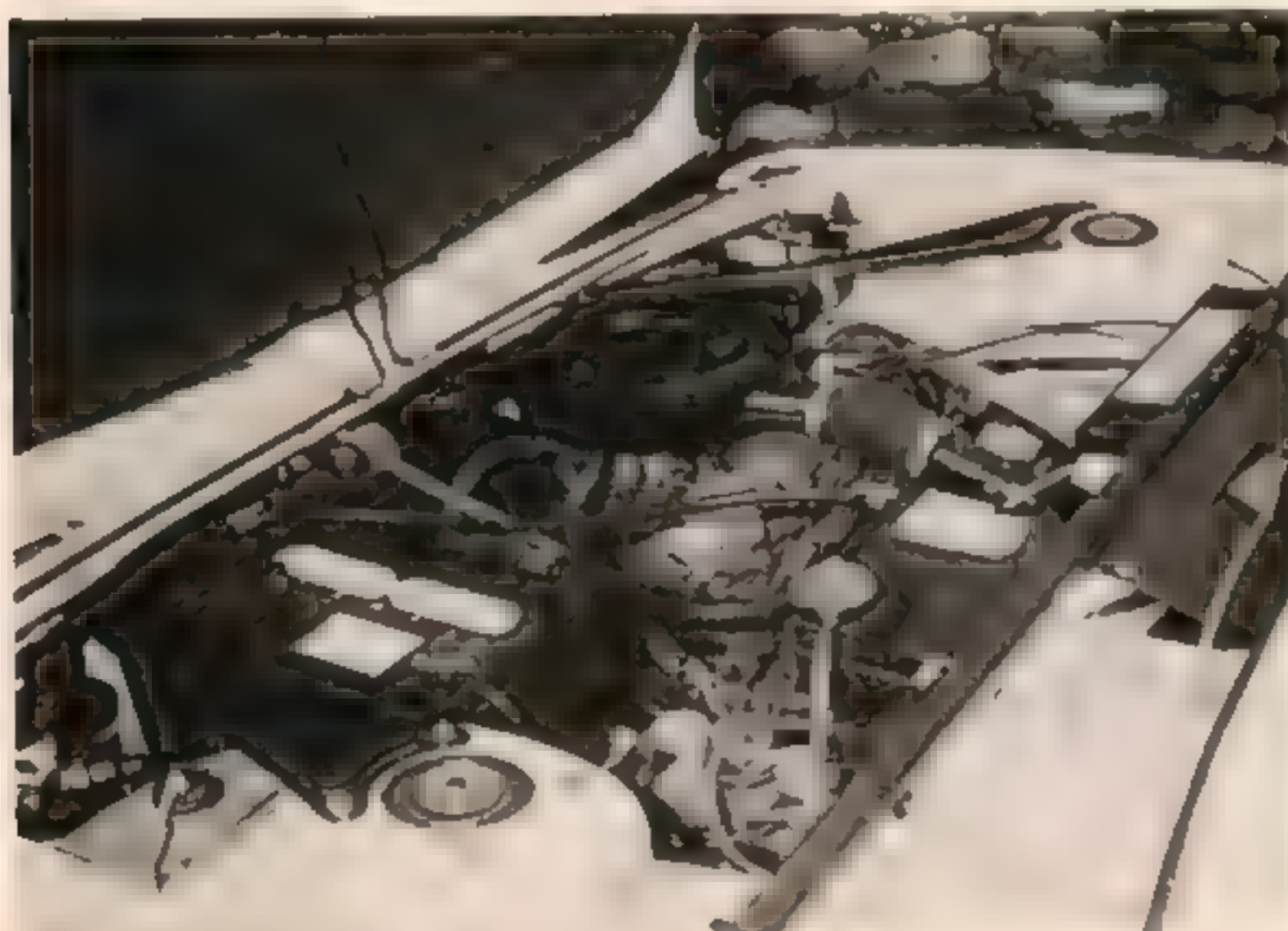
With well-chosen gear ratios and an engine with plenty of torque, the Beta feels a lively and responsive car, with impressive acceleration always on tap. I timed it at 108 mph but it frequently reached higher speeds under slightly favourable conditions. It is, above all, an exceptionally comfortable touring car, quiet and very stable at high cruising speeds, with a lot of room for the rear passengers and a generous luggage boot. With its exceptional refinement, it is surprising that there is noticeable wind noise around the windows at speeds approaching the maximum.

The heater operates very quickly from cold and there is efficient and easily controlled ventilation. The headlights are immensely powerful but it is the dipped beams which show the greatest advance. The dipped lights have a self levelling system that keeps the level constant irrespective of suspension movements, which is so important on motorways where much fast travelling is done on dipped beams.

The Lancia Beta is a high-class car of advanced design which achieves in practice all the advantages that one would expect in theory — and how seldom that happens with a brand new model. If the price can be held down to the present figure, it represents outstanding value, while the fuel consumption is strictly moderate for a car of such space and luxury.



Above, the driver's seat is comfortable and gives good lateral location, the steering column having an adjustable angle. Below, the 1756 cc twin cam engine has astonishing torque and delights in running at its maximum permitted speed of 6,400 rpm.



SPECIFICATION AND PERFORMANCE DATA

Car tested: Lancia Beta 1800 4 door sedan, price £1,995.00 including car tax and VAT.

Engine: Four cylinder 84 mm x 79.7 mm (1756 cc). Compression ratio 8.8 to 1. 110 bhp (net) at 6000 rpm. Twin ball-bearing overhead camshafts. Weber twin choke carburetor.

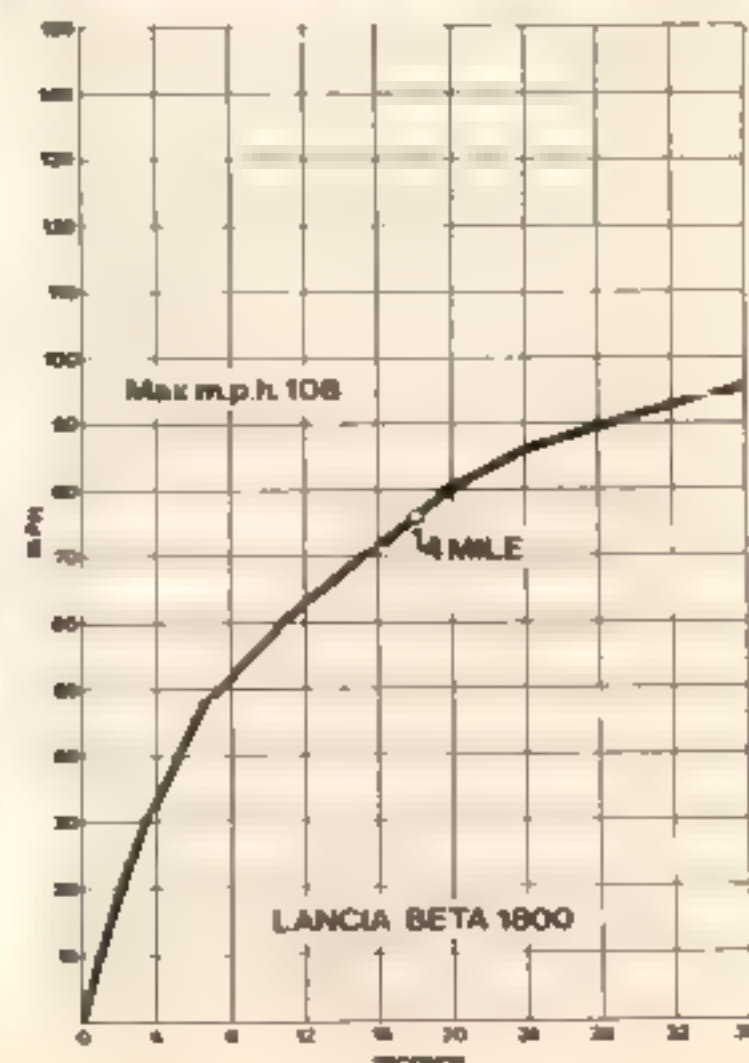
Transmission: Single dry plate clutch. 5 speed all synchro mesh gearbox with centre remote control. Ratios: 1st 3.52, 2nd 2.35, 3rd 1.78, 4th 1.35, 5th 1.00. Final drive ratio 4.07 to 1.

Chassis: Combined steel body and chassis. Independent suspension on all four wheels by spring damper struts. Over, ride and anti-roll bars. Rack and pinion steering. Servo assisted disc brakes all round with double callipers to front brakes and 100 mm disc rear lining callipers. Section disc wheels fitted 175/70 SR 14 tyres.

Equipment: 12 volt lighting and heating. Speedometer, rev counter, clock, oil pressure, water temperature and fuel gauges. Heating, defrosting and vent system with heated rear window. 2 speed windscreen wipers and washing with intermittent switch. Flashing directional indicators. Reversing lights.

Dimensions: Wheelbase 81 in. Track front 49 in. 2 in. rear 49 in. 4 in. Overall length 146 in. Width 56 in. 6 in. Weight: 1 ton 1.5 cwt.

Performance: Maximum speed 108 mph. Speeds in gears: 1st 34 mph, 2nd 48 mph, 3rd 62 mph, 4th 76 mph, 5th 94 mph. Acceleration: 0-30 mph 3.5 s, 0-50 mph 7.34 s, 0-60 mph 10.6 s, 0-80 mph 19.5 s, 0-90 mph 32.2 s. Fuel consumption: 14 to 20 mpg.



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Basically, it's a fast, comfortable, exciting, five-seater, four-door saloon with an enormous 18 cu. ft. boot.

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A specially designed, depolluted twin overhead camshaft engine drives the front wheels through a smooth five-speed gearbox on the 1800 c.c., 1600 c.c., and 1400 c.c. versions. All three models have a top speed of over 100 m.p.h.

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All round independent suspension and front wheel drive combine to give exceptional road holding and stability and ensure an extremely safe, comfortable ride.

The dual circuit, servo-assisted brakes, (discs all round), fitted with a balance limiter, bring the car safely and quickly back to a standstill.

We also include a host of safety features which are usually only found in much more expensive cars. Like a rigid safety cage, collapsible steering column adjustable for height, laminated windscreen, electrically heated rear window and seat belt anchorages for all five occupants.

But the famous Lancia quality doesn't end there. We give you, as standard, fittings which would normally be extra on other cars.

All models are equipped with such refinements as fully-reclining seats, rich pile carpet, two-speed electric wipers, four iodine halogen headlamps, complete rustproofing and underseal, independently adjustable front and rear heating and ventilation, cigar lighter and power socket.

The 1800 c.c. and 1600 c.c. models also have adjustable head restraints, intermittent windscreen wiper dwell and self-levelling low beam headlights. Even a rechargeable torch.

Put all this together and you'd expect the Lancia Beta to cost a fortune. Surprise, surprise.

You could own the 1800 c.c. for only £1,988.88, the 1600 c.c. for £1,798.22 or the 1400 c.c. for £1,594.45. (All prices including VAT). But there's just one problem.

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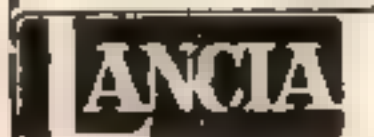
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Three of sports car formula's main contestants with Cevera's Matra taking the lead from Ichx's Ferrari and Stommelen's Alfa Romeo at the start of the Nurburgring 1000 kms

SEASONAL SURVEY: G5

Matra turn the tables on Ferrari

When it seemed that the 3-litre sports car formula was about to die, this year's World Sports Car Championship has seen a strong revival of this type of racing which assures its future until the end of 1975 when the new silhouette formula becomes the premier non-single-seater class of racing in Europe. Next year though is still for 3-litre prototypes and there's a British round scheduled with the revival of the BOAC cum British Airways 1000 kms at Brands Hatch on September 28/29. With only this Saturday's non-championship (but well-supported) Kyalami nine-hour race remaining, Jeff Hutchinson reviews what's happened in this year's championship

The 1973 G5 World Manufacturers' Championship races was a season full of surprise, excitement, dejection, frustration and hope, but never boredom. Motor racing rarely is boring, although 1972 came close to it when Ferrari dominated every race they had entered, won the Championship by mid-season and still looked unbeatable by the end of the year. While Ferrari were basking in their richly deserved success around the world, Matra-Simca were quietly working away in the suburbs of Paris building a machine that would bring the spotlight back to France. They "tested" the machine at Le Mans in 1972, won the race, but their method went almost unnoticed because Ferrari had chosen to stay out of the fight.

During the winter months the same Ferraris were rebuilt and slightly improved, Ferrari confident that they could repeat their 1972 success and retain their crown: so confident that they did not even bother to turn up for the first race of the year at Daytona in February. Six weeks later on their home ground at Vallelunga, Italy, the Ferrari team faces almost matched the colour of their three bright red cars when the Matra-Simca team moved in and stole Ferrari's show right from under their noses.

The dawn broke dramatically over the Ferrari camp and they soon saw that their car was just not able to match the Matra. The writing was on the wall in large French letters and from that point on Ferrari should have set about building a new chassis if

they were going to stand a chance of retaining their title. Without a new car they would take a lot of luck to beat the Matras. Being Ferrari, they chose luck along with modifications to the old cars to see them through, but after another eight races and four defeats they were no nearer to beating the Matra than they were at their first conflict in Rome. The Italian team did manage two victories, but hollow ones after the Matras had broken and let them ahead. By the end of the season Ferrari gave up the fight, and even before the 11th and final round of the series at Buenos Aires was cancelled, they had decided not to go, thus giving Matra the Championship, although there was a slim chance of retaining their title if they went.

The slow exchange of telex and telegram messages that told Matra-Simca of their certain World Championship victory after Buenos Aires was finally cancelled, was rather an anti-climax. They had nobody but their own team members with which to share the champagne, which had been largely earned for them by the drives of Henri Pescarolo and Gerard Larrousse. They scored all five of the team's outright wins during the year and for this they earned the coveted French Legion d'Honneur—the government's "thank you" to the team.

That is the story of how Ferrari lost the Championship, while at one stage it even looked as though Porsche might take second place. Although they were not entering any official factory cars, the German marque stole

a lot of the limelight with their little "GT" Carrera RSRs that started off the season winning the opening race. They were moderately fast and super-reliable and at the infamous Targa Florio they scored another win. A couple more fourth and fifth places at other races gave them a comfortable third place in the final points standings with almost double the points of the Gulf Mirage team, who took fourth place.

Britain's only real chances rested with the Gulf Research Racing Team. High hopes of success were expected of their Mirage M6 project which made an encouraging debut mid way through the 1972 season. However hope almost changed to despair by the fourth race of the season when a combination of bad luck and poor management had seen no useful results. But then the team bounced back with a fine one-two victory at Spa, their best showing of the season and a much-needed morale booster, although it was after both Ferrari and Matra had problems. Instead of going to the Targa Florio and Nürburgring 1000 kms (at which ironically, they would also have done very well) time was spent reworking the cars for the Le Mans 24 Hour race. A plan to run an abortive V12 Weslake powered coupe version of the car was dropped following the test weekend when it did not prove as good as the usual open cars. This time-wasting project had serious effects on the rest of the team's programme.

Despite all their problems, however, the Gulf Mirage team were always strong contenders for victory, one almost feeling that all the team lacked was another David Yorke to put the cars back in the winner's circle. It looked as though Lola might also feature this year with the well-turned-out Citane-backed T262 for Jean Louis Lafosse and Rene Wisell to drive, but after many early season development problems the car was badly damaged before the final race of the year at Watkins Glen, and never really made the full competitive appearance. It was a similar story for Alfa Romeo, strikes delaying the appearance of their long-awaited flat 12-powered car which did not appear until Spa. Then accidents and engine problems halted the car's progress in all its remaining races and it never really showed its true potential. At a non-championship race at Imola at the end of the year the Alfa had a very tough battle with the Gulf Mirages, the English car coming out on top by a nose whilst Alfa showed up well although it seemed

to lack the horsepower of the Cosworth-powered car

THE TEAMS

One of the most fascinating things about long-distance sports car racing is the complicated ingredients that go into the mixture of success. It is not just a simple case of having the best car or the best driver to win races, it is the decisions taken from the pits which contribute at least half to winning races — when to change tyres, when to refuel, which driver to use plus a hundred other factors and problems that have to be dealt with during the race itself. With the racing as close as it has been all this year, a wrong choice that may only cost a few seconds extra can easily cost the race.

Last year, Peter Schetty moulded the Ferrari team into the unbeatable combination it became. This year, Schetty left Ferrari to return to his family business and the Ferrari management was left in the capable hands of Sig Caliri who was faced with the hard task of filling Schetty's place. The team ran smoothly, but with just that little extra brilliance of Schetty the team might have been able to have retained its title. Ferrari certainly were not able to benefit from any mistakes made by the Matra camp for the team was efficiently run by Gerard Decarouge who emerged by the end of the season as a second Schetty.

Although Ferrari announced big cutbacks in their racing programme at the beginning of the year it was a strong three-car team that met the two cars from Matra. Matra's cars were the same as the ones they had run at Le Mans the previous year with the all-French team of the late Francois Cevert/Jean Pierre Beltoise and Henri Pescarolo/Gerard Larrousse sharing the cars. Cevert and Beltoise were very much the number one pair of the team, but by the end of the year the performances of Pescarolo and Larrousse had overshadowed their team leaders. Perhaps the team's only mistake of the year was to pair Cevert and Beltoise together, for with competition so fierce between the two brothers-in-law things did not always run smoothly. Beltoise was never as quick as Cevert and it was sometimes felt that things were always set up according to Cevert's likes. This was not so surprising however, for he was easily the fastest member of the team and he put the Matra on pole six times out of the eight races he started. "For us he was always the drive to go quicker, the target to aim for," said Larrousse. They usually ended up leading the race in the early stages, but time after time engine trouble or other problems forced them to retire or dropped them down in the results. They also had the best car in the team starting off the year with a lighter version of the monocoque construction Matra Simca 670 that they had used last year. The heavy ZF gearbox had been replaced with a lighter Hewland box and the longer, heavier nose section of 1972 had been changed for a lighter, shorter one. The second car was the standard one and was generally thought to be just a little slower which was confirmed by Larrousse and Pescarolo when they "inherited" the other car later on in the season. These two cars, alternating with one other spare, were used throughout most of the season up to the eighth round at Le Mans, when three brand new long-tailed type 670Bs were wheeled out plus one of the original 670s. This was the only time that Matra ran more than two cars, for obvious reasons, and the team retained its all-French image by hiring Jean Pierre Jabouille, Jean Pierre Jaussaud, Patrick Depailler and Bob Wollek to drive the extra two cars.

At the beginning of the year the team made big news of the fact that it was very much an all-French effort, but then surprised everybody when they sat Graham Hill and Chris Amon in the Cevert/Beltoise car at Spa. The two normal drivers would not race here because of the GPDA's feelings about the circuit with which they felt bound to agree. The only other blot on the all-French copy-book was when Matra went to Porsche for



Arturo Merzario — the determined little Italian — caused quite a sensation in the Ferrari team, particularly at the Nurburgring

a gearbox capable of lasting the 24 hours of Le Mans. The reason was that after the race the previous year even the heavier ZF boxes were on their last legs at the end and this was one race Matra certainly did not want to lose.

In terms of money which got very tight by the end of the year, a goodly percentage of their budget must have been spent on the Le Mans effort although they certainly felt it was worth it. This one race nets the winners almost as much in publicity as all the other races put together and the Championship to boot. It must have been a bitter blow to the Matra PR men when for political reasons there was no live TV coverage of the race in France this year.

With Matra themselves not really expecting to win the Championship this year at the beginning of the season, the remaining three

races after Le Mans were question marked, but with a chance of the title the budget had to be stretched to take in these races. Matra then went on to win Austria and Watkins Glen which was enough to put them ahead but not assure victory until the final round at Buenos Aires, which they must have been very relieved to hear was cancelled.

After Le Mans only one of the new 670Bs was raced again by Cevert and Beltoise at Watkins Glen, their usual 670 going to the other pair. The reason behind this was mainly a tyre problem. The main difference between the 670 and 670B besides the gearbox was a lower, more streamlined rear body section made possible by smaller 13 inch diameter wheels. The cars suffered several tyre failures during the Le Mans race and Jean Pierre Beltoise had a narrow escape when his car flew off the road at near on 200 mph, their only

The steady and fast Matra partnership of Henri Pescarolo (left) and Gerard Larrousse (right) won five of the 10 rounds.





The works Group 2 BMWs appeared at certain world championship rounds, such as Le Mans where they won the G2 class

serious crash of the year. It was decided to convert the car back to 15 inch rear wheels and so all the resultant suspension and body mods were not felt to be worth while for both the cars.

Right from the start, the businesslike Matra chassis, which shows all the refinements of its aerospace heritage, proved to be very competitive and very few modifications were carried out during the year other than the 870B project. The durability was proved in the fact that it was the same chassis at most of the races while Ferrari were alternating their cars on the most part. Matra's only real failure was at Monza where both cars suffered front hub failures. This was later traced to the fact that with the chassis department having moved to Castellet but most of the machining still being done in Paris, there was simply not enough time to ensure replacement parts were as they should be.

Matra's engine department remained in Paris and it was really the engine side under the direction of Georges Martin and Jean Francois Robin which did most of the developing. As the season progressed the team claimed a few extra horsepower which was eventually somewhere around 500 bhp at best. "We can easily get more" claimed Martin, "but we know exactly the limits and life of the engine according to how far we push it. Had it been necessary we would have produced more power, but then everything would become much more expensive to run."

Matra's biggest problem at the beginning of the year was engine reliability. Engines were blowing up after just a few minutes running while others would last a few hours and others 100 hours. When they blew up it was usually in a big way with a hole punched in the block from a broken connecting rod. This kind of blow-up managed to sever an oil pipe with Pescarolo during practice at Spa and he came to a fiery stop with a badly burnt car after all the oil caught alight on a hot exhaust. Everyone at Matra was just as mystified as the onlookers as to why the engines should keep blowing up as they did. Eventually it was suggested that it was no more than a simple installation problem and that the wait for oil pressure

when testing them on the bed was enough to do the damage. An auxiliary electric pump was used for the initial few seconds and since then the blow-up rate dropped significantly. In fact there was not another failure after Le Mans, and even there, where one motor seized up it could be traced to a broken oil pump.

In comparison with Matra the Ferrari effort was even greater. They ran three cars for most of the races, using the same six drivers throughout. These were team leaders Brian Redman and Jackie Ickx retained from the previous year, plus Arturo Merzario who was joined for the season by Carlos Pace as the number two pairing. When the team ran a third car it was handled by last year's driver Tim Schenken with Carlos Reutemann joining the team to share the driving.

After Ferrari's rude awakening at Vallelunga they began a year of trial and error which ended up more error than anything else. They changed body shapes and aerodynamic aids regularly, none of which seemed to make the sort of improvement that was needed to match the Matras. After a whole season of development the rate of progression can be judged by the final race of the year when team stars Jackie Ickx and Brian Redman were slower than their two team mates despite the fact that they were trying their utmost. It was Merzario who ended up quickest of the Ferrari team with his considerably modified 312P which seemed to work better than all the other ideas. The rear suspension pick-up points had been lowered and the oil radiators moved to the centre of the car at wheel level. This also meant that the centre section of the rear panel could be stepped to keep more air over the tail section and improve stability.

This was one of the several Mauro Forghieri designs that were tried throughout the season to try to do something about the superior handling Matras. Although things were slightly improved it was obvious right from the start that a major rethink was necessary and that the total time spent trying to make last year's cars go quicker would have been better and more economically spent building a new car. After the Vallelunga debacle hurried phone calls were made to Switzerland which had Peter Schetty back at Dijon in an advisory capacity. He soon weighed up the situation that the Ferraris were just not quick enough, and after telling Ferrari of this fact no doubt, he did not appear at any more races.

Calari ran the team efficiently, but understandably the morale was not the same as last year, while things were not helped by Ickx's problems with Enzo Ferrari at the end of the year. The team discipline was not all that it could have been either, for the excitable nature of Arturo sometimes got the better of him. This did not work well with the serious and more quiet Carlos Pace and there was little love lost between these two drivers of second car. The team differences surrounding Merzario came to a head at the Nurburgring where both the cars were holding a lead of several laps ahead of the next cars in the closing stages of the race. Merzario decided it was he who should win the race and not Ickx according to team orders. Suddenly Merzario was driving at full speed flashing past Ickx and almost putting him off the road in the process. Naturally this was too much for the furious Ickx who set off in chase. There they were, a few laps from victory and the two Ferraris wearing each other into the ground, a situation that

This week's Autosport colour centre spread shows Colin Vandervell driving the Team Triplex Formula Atlantic March 73B at Brands Hatch setting one of his 10 fastest laps of the season. Colin Vandervell won the Yellow Pages Atlantic Championship and came second in the BP series, in which he only did 11 of the 16 rounds due to his Formula Two commitments. The March is powered by an Alan Smith tuned 1600 cc Ford BDA which has proved extremely reliable while Mike Greenwood has been responsible for the immaculate turnout of the car on all occasions.

Single seater sponsorship has been a new venture for Triplex Safety Glass Ltd, who previously sponsored the Silverstone Special Saloon Car Championship.

was only resolved when Merzario was forced to stop for more fuel and he had to be argued out of the car. He had packed up and left the circuit in a rage even before seeing his car taking second place. Despite all his faults Merzario certainly added a patch of colour to what was very much a dull year for the Ferrari team.

Beside Ferrari and Matra the only other serious contender amongst the 3-litre prototypes throughout the season was the Gulf Mirage M6, run and built by the recently formed Gulf Research racing team under the directorship of John Horsman. Horsman, who had previously spent many successful years as back up man to David Yorke when Gulf made their sports car name, took over the directorship of Gulf Research Racing when it was formed after Yorke left at the end of 1971. The neat Len Bailey designed cars first appeared half way through the '72 season and after a period of development and trial throughout '72, high hopes were expected of this team during this year.

It did not turn out as well as it should have done, for although on several occasions the cars proved they had what it needed to be up at the front of the field they rarely stayed there for long. The direction of the team was its weakest point, a fact which culminated with Horsman taking on more than he could manage efficiently. To the outsider it appeared that he was unable to delegate various responsibilities amongst the team members and it was not uncommon to see him running from stopwatch to sparrer to fuelling rig to pit signaller throughout a race instead of standing back out of the way, constantly reviewing the situation and directing the various key personnel. At the beginning of the year Horsman took an ex-Firestone technician Brian Dunn as his assistant but by mid-season even the even-natured Dunn could not live with the situation and returned to Firestone. One could not help feel that the Gulf Mirage situation was very similar to that of the days when Mauro Forghieri (also an engineer like Horsman) was managing the Ferrari team in 1971.

It was not until somebody like Schetty took over the running of the minor day-to-day things of a motor racing team that the big things like winning races came right.

Certainly the cars proved competitive once the drivers had done enough miles to get them fully sorted, although, for example, it was not until the end of the season that they discovered that the cars were something like 200 lb overweight all season. Almost half this was saved by simply making lighter bodywork panels. It was this sort of thing and a lack of development time that prevented the car's full potential ever really being exploited, for had they been right from the start they most certainly could have given Matra and Ferrari a much stronger challenge than they did. Although the team had spare cars which could have been prepared while the others were racing, like Ferrari, there was nobody left behind at the factory to do this work so after each race there was a big rush to get back and simply get the cars ready for the next race without time for the sort of development attention that should have been progressing throughout the year. At the beginning of the year the Westlake powered Le Mans project was a big hindrance to the team's serious racing effort, gradually the whole idea being pushed into a corner after the wasted Le Mans test weekend. Derek Bell remained with Gulf as principal team member and was joined by re-employed ex-Gulf driver Mike Hailwood with the talented John Watson and Howden Ganley as number two driver. Hailwood and Bell were paired in separate cars with Watson and Ganley backing up in that order, and one could not help feel that (like Matra and Ferrari), it would have been better to pair the two number "ones" in the one car with the second car backing up. By force of circumstance this happened at Spa, where the team scored its only Championship victory of the year.

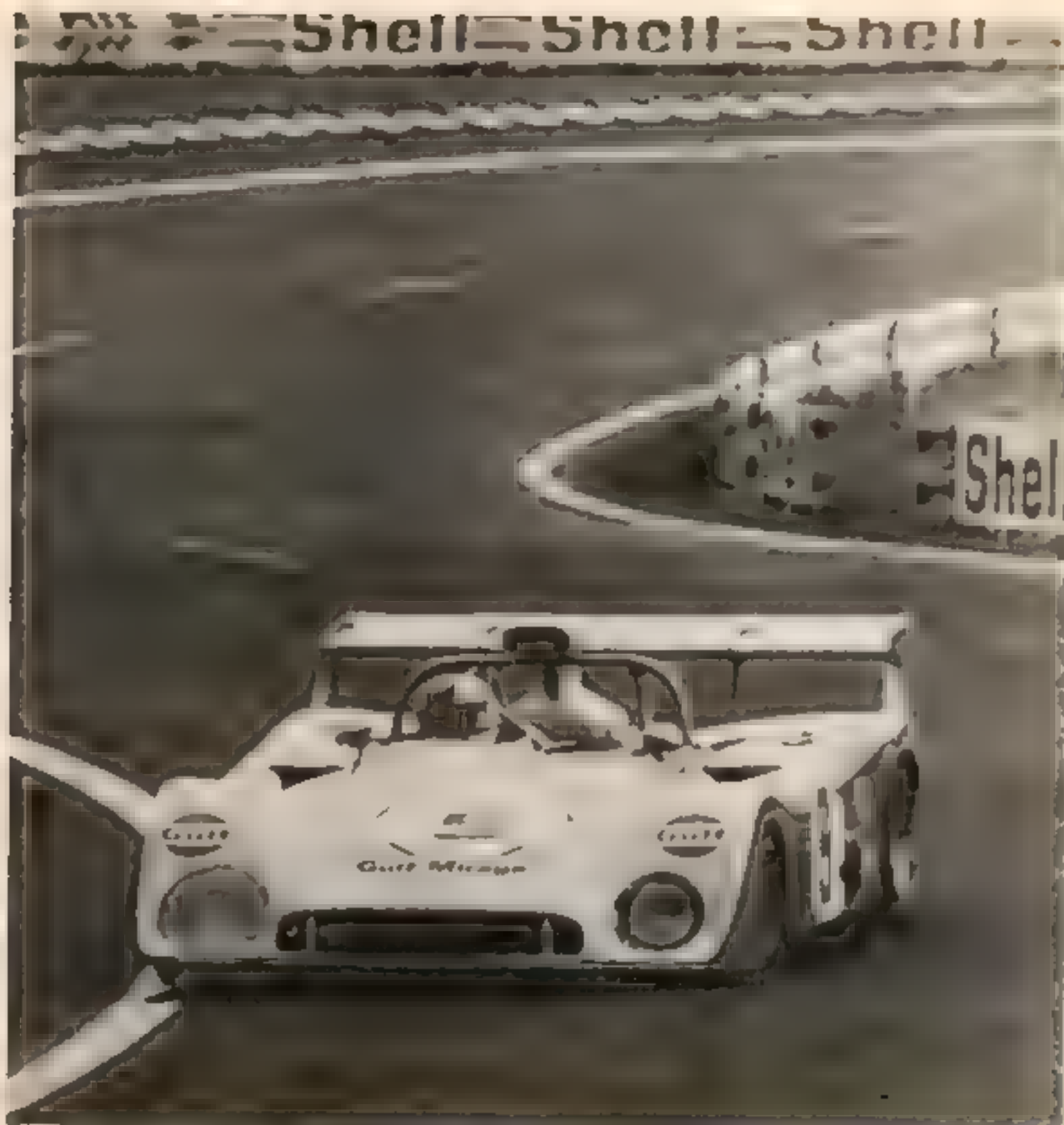
The team can also say that it had a genuine share of bad luck throughout the year, Watson missing most of the races when he broke

Surviving the fragile prototypes to win at Daytona was the Carrera of Gregg and Haywood.



Watched by thousands, the Le Mans 24-hour race is still virtually unbeatable for its atmosphere. Here the cars set off on the pace lap of this year's exciting race





Alfie Hallwood's miserable year with Gulf Mirage team was highlighted by a win at Spa.

his leg in the beginning of the year at the Race of Champions driving for Brabham, while throughout the year various team members also suffered broken limbs through accidents. Watson's place was taken by the very capable young Vern Schuppan who despite the mental pressures of long distance racing for a team like Gulf, made a very good showing at his first attempt. His career ended with the Gulf team on a rather sad note when he crashed the sole remaining Mirage during the Le Mans 24 hour race. He was the one that had to 'face the music' of placing the last remaining Gulf hope upside down on a slow corner before the start of the Mulsanne straight before half distance. He was naturally deeply upset, but on reflection he can hardly be blamed for the team's failure. Why was the inexperienced Schuppan sent out during the hardest time of the race at such a vital moment when there were greatly more experienced members who could have taken his place? This was a question that was not only being asked outside the team.

David Yorke's influence was still being felt in long distance sports car racing this year, for he was director of operations for the pair of Porsche/Martini run Carrera RSRs run throughout the year. Encouraged by their success at the Daytona 24-hour race at the beginning of the year Porsche put a lot of time and effort into their two Martini backed

A long tail section was tried on the Martini Porsche Carrera.



Herbert Muller/Gijs van Lennep on their way to winning the Targa Florio with the Martini Porsche Carrera, the David Yorke team enjoyed a very encouraging season.



Carreras throughout the year. The first Carreras had raced as prototypes after homologation mix-ups while they had been intended to run as G4 throughout the rest of the year. Development was fast and when engines grew from 2.8 to 3-litre capacity, suspension modifications improved handling and wider wheels vastly improved road holding, the cars were good enough and reliable enough to be well placed in the prototype overall standings. By the end of the year they resembled more a Porsche 917 with a great long tail section and numerous spoilers and had two outright victories to their credit. It was a fabulous effort and they took a well deserved third place overall in the final points standings. The leading Martini drivers were George Follmer, Herbert Muller and Gijs van Lennep while Martini did not venture out of Europe and left the two American run races in the efficient hands of Roger Penske and Peter Gregg. Penske used Mark Donohue and George Follmer in his car while Gregg paired up with Hurley Heywood and formed the winning Daytona combination. Porsche's second win was with Muller and Van Lennep who outlasted all the more fragile 3-litre prototype machinery to win the coveted Targa Florio race, the last Championship race to be held around this historic road course. For Porsche, this season was almost as big a success as their previous World Championship wins for the little Carreras always created a lot of interest and put the Stuttgart firm right back at the top of the lucrative GT ladder. The only serious "sports car" racing for Porsche was once again the faithful Porsche 908 3 of Reinhold Jost, backed by Lufthansa airlines. Jost shared most of the driving with Italian Mario Casoni, but it was not such a successful year as it had been for the German last year. A fifth place at Valtellunga was his best placing of the year after a lot of misfortune.

After a whole season of waiting for the new flat 12 Alfa Romeo to appear during 1972 it finally made its race debut at Spa this year. A single car appeared for Rolf Stommelen and Andrea de Adamich, but unfortunately it never made the race. However, it certainly created a lot of interest in practice when it set what would have been sixth fastest time of the grid before a crash put it out of the race. A rear tyre threw its tread in a particularly nasty spot and de Adamich had little control as the car spun around and ended its first appearance parked heavily against the barrier. The chassis was little changed from the original T33/TT used all last year, while the bodywork sloped back down from the top of the rollover bar, a style which soon earned the car its nickname "Bat-mob a". At the Targa Florio one car was written off in practice by Regazzoni while a crash with a slower car also put out the



Much of Gulf-Mirage's time was spent with this long-tailed version seen only at the Le Mans test day.

second car after Stommelen had set the fastest lap and led the Ferraris.

The team reappeared for another concentrated effort at the Nurburgring 1000 kms where Rolf Stommelen proved very competitive in practice with the second best time ahead of the Ferraris but in the race Alfa's luck again ran out when Stommelen de Adamich retired early on with a broken oil feed pipe which runs through the gearbox casing, while a similar thing also put out a second car being driven by Regazzoni and Carlo Facetti. The team's only other appearance with the flat 12 was in Austria where they lost two engines during practice for a similar reason to the problem of the 'Ring' the car finally starting the race at the back of the grid. It went well for a few laps but then fuel vaporisation problems had the car in and out of the pits so much that it was too low down to be qualified at the end, at least it managed to finish the race. The non-championship race at the end of the year at Imola was in fact its best public showing all year.

Alfa's best results came from the semi-works backed "private" Alfa T33/TT of Carlo Facetti and "Pam." Painted in blue and white of its sponsors Brescia Corse, the car was well-placed in several races, its best result being a fifth at Monza, although it looked set for a very good placing at Le Mans before clutch trouble intervened in the closing stages.

THE TYRE WAR

The tyre war was one being fought on three fronts, Firestone for Gulf Mirage and Goodyear for Ferrari and Matra. By far the hottest battle was between the Goodyear runners, for at the beginning of the year it looked as though their men were about to outdo themselves. At the Valtellunga race Ferrari men looked very upset as tyres fell apart while the Matras were almost untroubled, while at Spa it was Matra's turn for the similar situation. The same trouble occurred at other races throughout the year, and it was not until later on in the season that a balance was formed and a more suitable tyre produced for both the teams that was still able to match the Firestones. Certainly at the beginning of the year it looked as though the racing was being spoiled as a direct result of the tyre war, for as soon as drivers would start pushing hard and gaining places they would lose all their time having to stop more often for worn or overheating tyres to be replaced. Certainly racing would have benefited had there been some system of tyre control amongst all sides (an impossible task) that would bring the importance and function of tyres into more realistic proportions. The only way that could happen would be for all teams to run the same tyre which would not be a suitable alternative so it looks as though we are at the mercy of the "rubber" mixers and the field engineers.

Race	Date Weather	1	2	3	4	5	6	Fastest Lap
Daytona 24 hrs	Feb 24/25 Dry	Gregg Muller Porsche 911	Muller Muller 44 Ferrari	Muller Muller 44 Ferrari	Stommelen Donohue Porsche 911	Chassis Chassis 44 Ferrari	Stommelen Follmer 44 Porsche 911	Not used
Valtellunga 6 hrs	Mar 4/5 Warm/dry	Penske Donohue Carreras	Stommelen Regazzoni Ferrari 312P	Stommelen Regazzoni Ferrari 312P	Stommelen Penske Ferrari 312P	Stommelen Penske Ferrari 908-3	Stommelen Laffite 44 Matra	Stommelen 1 m 09.2 s 165.779 kph (1800)
Oslen 1000 kms	Apr 15 Warm/dry	Penske Laffite (Matra 570)	Stommelen Regazzoni Ferrari 312P	Stommelen Penske (Matra 570)	Stommelen Penske 312P	Stommelen Penske 312P	Stommelen Laffite 312P	Stommelen 1 m 06.1 s 168.834 kph
Monza 1000 kms	Apr 25 Warm/dry	Stommelen Regazzoni (Ferrari 312P)	Stommelen Regazzoni (Ferrari 312P)	Stommelen Penske (Matra 570)	Stommelen Penske 44 FVC T290	Stommelen Penske 44 Alfa Romeo	Stommelen Penske 44 Abarth T290	Stommelen 1 m 11.9 s 152.747 kph (1800)
Spa 1000 kms	May 6 Dry	Stommelen Heywood (Gulf Mirage M6)	Stommelen Heywood (Gulf Mirage M6)	Stommelen Heywood (Gulf Mirage M6)	Stommelen Heywood 312P	Stommelen Heywood R54	Stommelen Heywood 44 FVC T292	Stommelen 1 m 34.8 s 266.462 kph (1800)
Targa Florio	May 13 Houdry	Stommelen Muller Porsche RS	Stommelen Muller 44 RS	Stommelen Muller 44 RS	Stommelen Muller 44 RS	Stommelen Muller 44 RS	Stommelen Muller 44 RS	Stommelen 1 m 43.1 s 166.48 kph
Nurburgring 1000 kms	May 27 Dry	Stommelen Regazzoni Ferrari 312P	Stommelen Regazzoni Ferrari 312P	Stommelen Regazzoni Ferrari 312P	Stommelen Regazzoni Ferrari 312P	Stommelen Regazzoni Ferrari 312P	Stommelen Regazzoni Ferrari 312P	Stommelen 1 m 27.3 s 166.7 kph (1800)
Le Mans 24 hrs	June 9/10 Dry	Stommelen Laffite 44 Matra	Stommelen Laffite 44 Ferrari	Stommelen Laffite 44 Ferrari	Stommelen Laffite 44 Ferrari	Stommelen Laffite 44 Ferrari	Stommelen Laffite 44 Ferrari	Stommelen 1 m 36.3 s 160.0
Osterreich-Ring 1000 kms	June 24 Dry	Stommelen Laffite 44 Matra	Stommelen Laffite 44 Matra	Stommelen Laffite 44 Matra	Stommelen Laffite 44 Matra	Stommelen Laffite 44 Matra	Stommelen Laffite 44 Matra	Stommelen 1 m 39.3 s 216.47 kph (1800)
Waltham Glen 6 hrs	July 31 Dry/damp	Stommelen Laffite 44 Matra	Stommelen Laffite 44 Matra	Stommelen Laffite 44 Matra	Stommelen Laffite 44 Matra	Stommelen Laffite 44 Matra	Stommelen Laffite 44 Matra	Stommelen 1 m 43.843 s 117.068 kph
Buenos Aires		RACE CANCELLED						



Outwardly, the Tungston Volvo looks quite standard although the grille accommodates extra lights and the headlamps have their own wash wipe

Volvo competition parts from Tungston

Some manufacturers are totally uninterested in tuning, others go out of their way to get their bits into as many garages and agencies as they have. For this reason, it is perhaps refreshing to hear of the range produced by Volvo to transform their very pleasant, but possibly slightly staid B20 140 Series motor car into one that is fast and handles well. The man who is mainly responsible for importing these bits and pieces into this country is Ralph Steiner, the director of Tungston Auto Developments, and the originator of the rolling road clinic in Finchley, North London, which was described by my predecessor, Tony Town.

One might well ask why it has taken a considerable length of time to import the engine and suspension parts into this country for Volvo have been interested in rallying since the fabulous days of Tom Trans in the old PV 544. It is mainly to the credit of Mr Steiner that these parts have been imported at all, because it was he who made the effort to go to the rally competitions department of Volvo in Sweden, spoke to Gunnar Andersson the former rally driver who heads the department, and arranged the import of the various parts. To this end, Tungston are now the only people in Britain to handle the works Volvo parts, and so it is interesting to go through what is available.

Partially to simplify his own business, Mr Steiner has lumped together the engine parts available into what he calls the GT kit, and recently allowed me to drive his 144 demonstrator. On the engine side, this consisted of twin Solex 45 DDH carbs, to replace the single carb, on a new inlet manifold, but this also means a different kind of air filter, but more about that later, and a replacement head, really expertly machined, with all the right bits polished, and generally an extremely good looking lump of engine. The tappets are further drilled, over and above standard, and there's a hotter camshaft. Whilst pushing more petrol in, there's the natural reaction of pulling it out a bit quicker too, so there's a rather more involved exhaust manifold, although the actual silencer box remains standard. There is a possibility of a lightened flywheel, but that makes the car slightly badly behaved in traffic, and rather too rorty, so unless specifically ordered, it is not incorporated in the stage 2 conversion. With the

polished head, the compression ratio is upped to 11:1. At 60 mph, this conversion gives 60 bhp at the rear wheels, rising to 90 bhp at 100 mph, all well tested on Mr Steiner's rolling road, although the actual bhp of the road test car on return was 88. Tungston will only convert manual cars.

On the suspension side, Mr Steiner has lumped together three different kits, the most mild being the GT suspension kit which includes French de Carbon shockers front and rear. Those shockers are naturally included in the road rally kit, which is what was fitted to the test car. However, there are also tougher springs front and rear and a 20 mm anti-roll bar, as well as reinforced axle rubbers, and there are bolts for the shockers too which all bumps up the price. If you really want to put your Volvo to test, then don't do so before fitting Mr Steiner's rally competition kit, which includes the road rally kit, but with reinforced rear suspension arms, front lower A plates and thicker mounting bushes.

So that's what Mr Steiner has bolted on the guts of the test Volvo. Add to that lamp

Above the Volvo GT wheel and to its right, the rev counter between the temperature gauge and speedo. Below twin Solex carbs and a high pressure water bottle inside Tungston's Volvo



wash wipes for the front headlamps, standard in Sweden, but £38.93 in this country, a rev counter which fits very snugly into the hole in the dashboard that seems made for it, a very comfortable GT wheel, which makes you want to hold it with both hands, and the final item of Mr Steiner's test car is the twin lamp grill at £39.95. And that's how it left the garage for five day's enjoyable motoring.

Possibly the most enjoyable point of the car is the mid-range acceleration, but there's a drawback. The power only really comes in on the cam at around 2500 revs and unless you keep the revs well up, there can be quite a lag, which could be worrying when in single lane traffic and overtaking. However once on the open road, all is well. The 0-30 mph figure is well less than 4 s, the 30-70 figure being an equally good 7.2 s, both figures comparing well to the standard 6.8 s and over 15 s respectively, so the old gti really picks up her skirts with this conversion. In top, the 30-50 mph is almost halved to around 6 s, the 30-70 mph also being halved from standard to about 10 s. The 30-100 mph, all the way in top works out at just under 20 s. In the gears, it will almost reach 60 in second, but not quite so the 0-60 has a bit of a lag due to changing gear, but should end up at about the mid eight seconds in third speeds of 80 mph can be reached, although naturally the engine is not quiet. Which brings me to the final and most unfortunate point of the Tungston. As the engine comes on to the cam, there's an ominous rattle from below the bonnet which can be quite alarming but it's that old thorn, air noise. The noise soon disappears, but can be a little alarming and that is why Mr Steiner insists on prospective purchasers riding in the demonstrator so that they are not upset by the first arrival of the rattle.

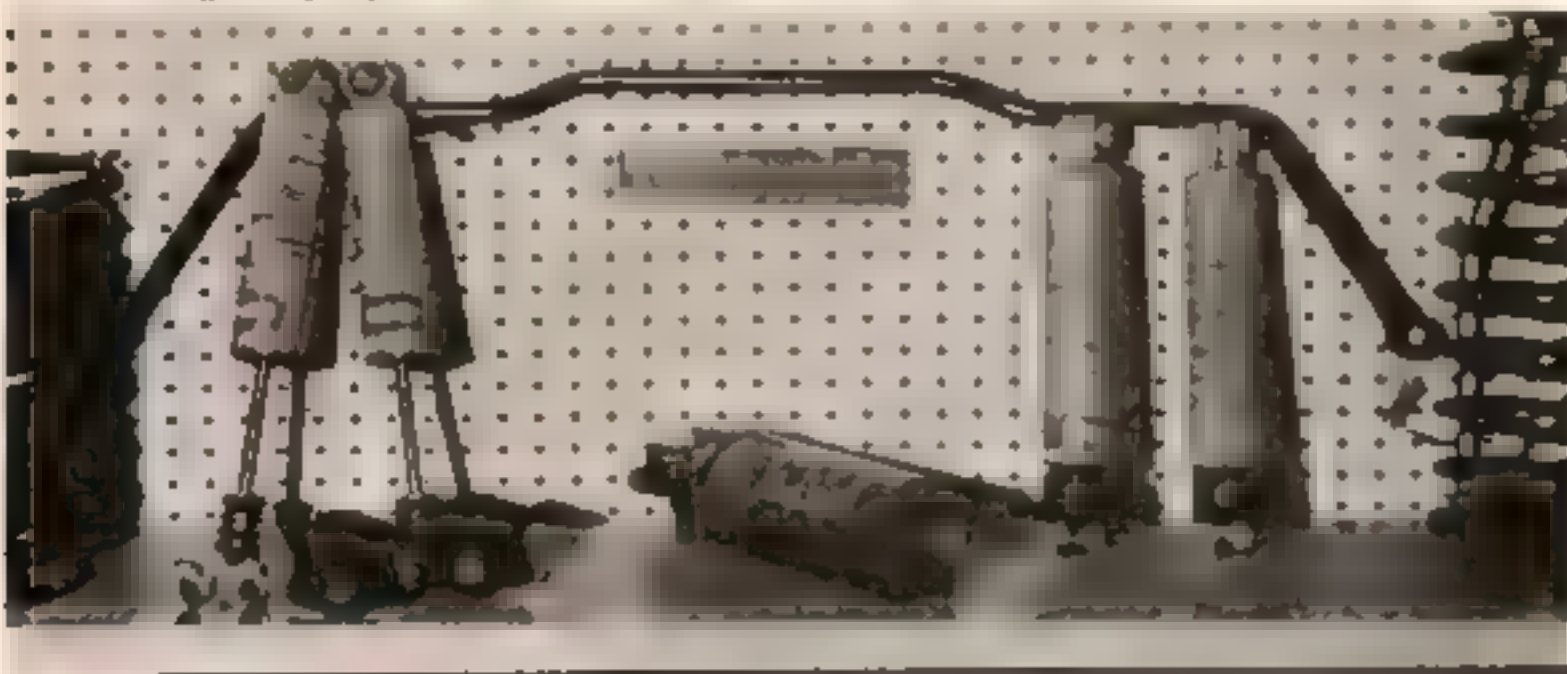
The expense of converting a Volvo can also



Tune in



Above, the excellent finish on the polished head offered by Volvos. The suspension parts offered include tougher springs, deCarbon shockers and a stiffer anti-roll bar



increase the cost of running the car and on a fairly general overall journey, the final mpg worked out at 19, which compares fairly reasonably with the 22.5 mpg of the standard car.

The suspension too benefits tremendously from Tungston's tasks. The rather sloppy ride of the standard saloon is given a very much

more purposeful feel, cornering becoming very enjoyable with the slightest touch of under-steer, and just the right degree of roll. However, it does take some getting used to, and occasionally one can catch oneself out. On the roughest piece of road I know, past Billingsgate fish market, the hard springs weren't uncomfortable, nor did they bounce

about too much, and when talking about the strength of the hard rear springs, one might mention that Mr Steiner himself has had the car four feet off the ground without undue damage.

The entire conversion isn't cheap, but then nor is a new car. The engine mods come to a total of £275 exchange, although if the parts were bought by anyone else, it would total much more, about £123 more in fact. The suspension parts aren't cheap either, coming to a total of nearly £173, but then consider the car you have at the end of it.

Tungston don't limit themselves to the two kits, as can well be imagined. For early 1970s series cars, there's a very smart instrument panel to replace the standard one, incorporating rev counter and speedo dials, and fuel and temperature gauge. However, there are other more competition minded parts such as body panels in fibreglass, special close ratio gears, a different axle and roll cage, but to find out more about these, you'll have to speak to Mr Steiner yourself as these items have to be ordered specially. If you really want to look the part, there's the boutique range: rally jackets, summer and winter, at £8.18 and £22.80 respectively, tee shirts, sweaters and kids stuff too. If the kids want a Volvo too, there's a very tough polythene one, about nine inches long, an example of which has just started to be road tested by my 1½ year old nephew.

One of the greatest advantages of Tungston Volvo conversions is the company itself. They do things properly. Cars are well tested on the rolling road, and if there's anything new from Volvo on the market, they soon find out as Mr Steiner pays quite frequent visits to Sweden. If you want a brand new car, Tungston in fact have a Volvo agency so they can supply the car from new with the conversion. Tungston have already done a number of conversions, so if you're ever overtaken by a Volvo going indecently fast, it has probably been in the hands of Mr Steiner, and you might consider getting your own back some time.

Dutton's Malaga powered by Ford 3 litre

One of the very few manufacturers not to exhibit at the Motor Show decided that the time was right to introduce a new car anyway and Dutton Sports Ltd introduced their long awaited Ford three-litre powered Malaga. It is similar in concept to the B type, but is obviously much more interesting with the three litre engine, although a 1600 cross flow can be fitted.

It is intended that 100 cars will be manufactured in the first 12 months, half of which will be for export. It will only be sold in ready-to-drive form and will cost only £1,680, with the 1600 cc engine costing £1,270. The construction features a rigid steel frame running the full length of the sides of the vehicle, and a spare wheel that is stored in front of the engine to absorb any major impact.

Dutton have also redesigned parts of the B type, so be called the B Plus, although great care has been taken to retain the car's original character. Improvements include raised windscreen height, the abolition of the slave extension gearshift, improved road holding and upgraded chassis to take the Ford V6 and MGB engines, as well as the other large range of Ford, BMC, Triumph, and Alfa Romeo engines. Seating is more comfortable and the weather protection has also been improved.



Dutton's new Malaga incorporates a steel frame, fibreglass body and 3 litres of Ford.

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Jeff Uren are pleased to announce that they are re-opening their Ford suspension centre, providing race proved "Ride Rite" suspensions.

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Purely personal



"Don't be surprised next year to find that Roger Clark might still be dominating the forest nationals with that car it would appear to me to be potentially the best car yet for British Escort campaigners."

By IAN SADLER

It is often said that things happen in threes. For me, I believe it. It began a week last Tuesday when Jeremy Walton of Ford Advanced Vehicle Operations extended an invitation to turn up at Bagshot the following day where I could watch a rally car testing session. As an added inducement Jeremy added that if the testing was going well I might like to sit in the left hand seat to Roger Clark for a lap of the test course. Needless to say I heard the alarm bell loud and clear on Wednesday morning and was on my way south only a mere 30 minutes behind schedule.

It was just a little after 11 o'clock that bright and fresh morning when it happened. Sitting in the Escort, tightly strapped in, as Mr Clark drove slowly away from the concrete pad towards the start of the test course cruising around for a couple of minutes to warm it up and have the engine respond cleanly on four cylinders. Rather than describe the trip down to every detail I would prefer just to say that when he did suddenly accelerate down the track in earnest I was completely spell bound for the following few minutes.

Similar happening number two occurred during the afternoon. Hannu Mikkola was also attending at Bagshot, and would I like to go round the course with Hannu? Two more spell-casting laps followed, but the most interesting aspect of this trip was the car used. My drive with Roger Clark in the morning had been in a BDA car, whereas the afternoon treat with Hannu Mikkola was with the recently announced Escort RS2000. Giving 160 bhp with 40 Webers and lumpier camshaft, etc. the RS2000 was a remarkably quick and impressive car. Don't be surprised next year to find that Roger Clark might still be dominating the forest nationals with that car. It would appear to me to be potentially the best car yet for British Escort campaigners. Once final details are sorted out it could well be likely that the RS2000, identical to the works car specification, could be purchased complete for around £2,500. It looks like a four-speed box will manage the power (and with the response and torque of that engine over a wide rev-band, a five-speed is quite unnecessary) so there is an immediate initial and replacement cost saving. The modified 2-litre Pinto/Cortina engine is also a whole lot cheaper of course than the 16 valve aluminium engine. One way or another it should prove very interesting to keep your eyes on that car's progress next year.

I had to wait for 84 hours to pass by before similar happening number three. This time the location was one of the Boyd family's quarries across the Irish Sea. The car was the R. E. Hamilton Lombard and Ulster Escort REV 120 K, the driver Adrian Boyd. Again an electrifying experience — perhaps even more so than the Bagshot episodes, for my round the quarry chauffeur drive with Adrian was one of the final experiences of a most thoroughly entertaining, enlightening and enjoyable three hectic and memorable days over there.

The car and its driver were basically there that Sunday morning to give some Ulster



Adrian Boyd flings the Lombard and Ulster Escort through the quarry stage

Rally School winners a run in the car. The track Adrian was using that day would have been superb for testing purposes. Ford personnel had been grumbling about the track at Bagshot earlier in the week which was just too rough and loose on top for any really representative high speeds to be attainable. Mr Boyd's track had everything from grippy stuff with yumps to a muddy water-splash.

I enjoyed that hustle over the loose best because by the end of my third day over there I was completely enamoured with the country and its so-enthusiastic motor sport exponents. A rallycross I watched on Saturday afternoon served to alter my views on any motor sport activity that takes place at one location — ie, anything other than rallying. The event was held at Kirkistown racing circuit which is an ex-Liberator field and it reminded me strongly of my now defunct home circuit of Charterhall. After a rather haphazard practice and scrutineering lunch session the 40 or so competing cars lined up four at a time for their heats during the afternoon to provide a superb few hours entertainment enjoyed by a large and extremely enthusiastic

crowd. Although the driving was of a high if sometimes very hairy, order it was the crowd that made the day for me. Nothing can brighten a race meeting if the crowd is not aware of all that is happening or is not particularly interested. Here, the spectators were kept informed by an amusing commentary though it seemed rather unnecessary for shouts and cheers were heard every haul. If it wasn't one of the closest heats then a car would either blow-up or clubber the tyre piles at the chicane right on cue to keep the excitement topped up.

Highlight of the weekend though was undoubtedly the vast and thoroughly entertaining party given by the hosts for my stay. According to one guest, who spent some of the evening at the top of a tree (celebrating the extra hour the clock was providing that night?) an exotic collection of cars were parked as far as the eye could see which was an accurate indicator of the high proportion of rallying orientated guests. The result of being lucky enough to attend their "do" is also why this column is slightly shorter than its standard length.

One of many things tried at Bagshot — 175 x 14 on front and 185 x 15 at the back.





Colin Vandervell takes a good lead from Jim Crawford, John Nicholson and David Purley at the start of the BP Formula Atlantic final round

SNETTERTON

Nicholson's BP Championship

Despite all the permutations of who could win the BP Formula Atlantic championship (if X wins, and Y comes third, then Z could win the championship), it was much simpler than that. First Colin Vandervell led the race, then pushed down to second for a couple of laps by David Purley, until the drive belt came off the latter's Lec engine, so John Nicholson took over to lead to the end, and clinch the championship. Vandervell finished second in the race and championship, whilst the rest of the race reads a little like the Ten Little Nigger Boys. The meeting was supported by varying non-championship races, including what was to be a dress rehearsal for next week's FF Festival, Syd Fox still taking the pots home, but this time with much trouble from Jim Russell instructor Patrick Neve in a new Lola. The meeting was run well within time by TEAC, although the start was delayed by lack of a doctor and practice shortened due to fog, which cleared to reveal a hazy sunny day, although the fog returned towards the end.

With John Nicholson, Colin Vandervell and David Purley all being in the hunt for the BP championship title, practice, preparation and tweaks could well be expected. On pole was David Purley in the Lec March with a 1 m 24.2 s, both the Bognor Regis driver and Nicholson having tested midweek. Purely was generally happy with his engine, but his extra tweak was to take the rev limiter off, giving him a possible extra 800 revs in case he should need them. 0.2 s slower was John Nicholson in his self-built car with his own engine as well. He had built another engine for the final round, but as it was slower, so he used a proven engine. To psyche out the opposition, he had brought along an Espada laden with champagne to celebrate his forthcoming win! Thus, Colin Vandervell on 1 m 24.6 s really had the greatest innovation, Alan Smith's next year's Atlantic engine, although Vandervell had not been told what was inside the mill to make it that much different nor had he managed any midweek testing. However, the power curve meant that full power came in later, and this necessitated a ratio change.

Behind the championship contenders sat Geoff Friwell on 1 m 25.2 s in his March, and Jim Crawford, making his debut at the circuit in Formula Atlantic, on 1 m 25.6 s. Hiroshi Kazato, scotching all FI rumours, took a step down from F2 to race a new lightweight GRD, starting from row 3, alongside the Chequered Flag March of Ray Mallock, who was finding the car as good as ever, but upset at the shortened practice like many others.

At the flag drop, it was Vandervell who took the Triplex March straight into a good lead, from Jim Crawford, John Nicholson, and David Purley. Nicholson was up into

second by the Hairpin, while both Purley and Ray Mallock had demoted the Chevron driver by the end of the lap, although already Vandervell had a good 1.5 s lead over second man Nicholson. However, Purley was obviously not happy with the situation, and on lap 2 took the Lynx at the chicane to begin his pursuit of Vandervell. Mallock was in a consistent fourth, followed at a distance by Crawford, Kazato, Jas Patterson's March, while Friwell had had a frightening accident early on at the Esses when the March went straight into, and then over the bank, considerably shaking the driver and damaging the front corners of the March. Crawford was in trouble with his gears, and slowly slipped back to Kazato, Patterson and Peter Wardle, all dicing for fifth. Lap five saw the lead change at the hairpin with Purley outbraking Vandervell at the Hairpin and begin to draw

even. The next lap saw the demise of Crawford with no fifth gear, Kazato moving up to fifth from a dicing Wardle and Patterson, the Surtees driver recovering from a bad grid placing after little testing with the Llewellyn engine. Lap eight and it was all to happen, for Nicholson got by Vandervell at Sear after an unsuccessful effort at Riches, only to lead when Purley pulled off with the drive belt off. From very early on, however, Vandervell's gearbox and inboard rear discs had been covered with oil from a possibly broken seal and consequently Nicholson began to pull fractionally away. Mallock, in third now, was slowly being hauled in by Kazato, but that wasn't surprising either as Ray had a broken upright, and no third gear. With Kazato just over 2 s away Mallock blew a hole in the side of the engine on lap 13, while Patterson

had retired with no clutch a lap or two earlier. Vandervell made superb efforts to keep in touch, having to brake earlier than Nicholson, so it was most creditable for him to finish only 0.4 s away in what is reputed to be his last single seater drive. Wardle finally pipped Kazato for third by 0.2 s after a good drive, while Choularton was the only unclapped runner remaining.

Opening proceedings were eight laps of Mini Sevens with Geoff Gilkes, Danny Crosbie, Mick Collard and Dave Sambell all contesting the issue. Gilkes and Crosbie each led a lap, before Crosbie had a split pin come out of the rocker shaft to retire, leaving Gilkes a fairly comfortable lead. Sambell and Collard had a good squabble about second place, the former finally taking the place, while another good dice was fifth between David Evans and Martin Blunt, the cars finishing in that order.

A mixed grid of Clubmans and modsports came next, the Clubmans cars of Robert Glass (Mallock U2-Holbay Mk 11B), a returned Noel Stanbury (Gryphon-Holbay C73) and Ian Bracey (Ibec-Nicholson) filling the front row. Bracey, however, was pushed off, the combined efforts of Huron (car preparation), Guy Edwards' Lola effort (car transportation and pit help) and Nicholson engines (engine builders) not being enough to save the head gasket. Robert Glass and Noel Stanbury were tied together with the proverbial string for almost the entire race; that is until "Father" Noel took the lead on Norwich Straight after considerable argument on lap six, only to spin out of the place on the last lap at the Hairpin and hand the race to Glass. Noel recovered for second with Herb Moger's similar Gryphon, consistently in third, David Orbell having dropped his U2 out of fourth with oil all over car and driver from an undisclosed source. One lap down and first modsports car home was David Hipperson's well prepared 1.3 Midget, now rebuilt after its recent Brands shunt, establishing the up to 1300 cc lap record.

The Formula Ford race nearly lost ninety per cent of its runners under the first bridge when poleman Syd Fox muffed a gear shift resulting in considerable avoiding action by nearly everyone. Fibreglass, cars and dust erupted from the mêlée and although there was a good layer of fibreglass on the track, not one car was abandoned, only Matthew Argenti retiring at the end of the first lap. Meanwhile, Richard Sterne (Dulon MP15) was leading the field, but as is his wont, he spun it at the Hairpin so Fox and Patrick Neve found themselves contesting first place. Fox led for five laps, and Neve the other three,



David Hipperson leads the modsports dice from eventual retirement, Tony Dunderdale, who doesn't have a passenger but a bootful of Clubman's car

the two finally being split by a backmarker called Richard Sterne, there still only being 0.6 s in it at the end. David McCallum (Van Diemen), Mike Blanchet (Lotus 81M), and David Allen (Merlyn Mk 17) all battled out third, finally being joined by Bob Arnott, who had done well to drive from eleventh after the first lap mellee with a leaking radiator and a bent lower radius arm. McCallum finally took third from Blanchet, Arnott and Allen with Mike King's Lola next up.

A very full grid of special saloons were ably shown the way round Snetterton by Tony Strawson's Boss Capri, Strawson never being headed. He rapidly dropped second man Peter Kitchen in a 16 valve Mini who was second throughout while third was a battle between Jeff Mann's 17 Anglia, Andrew Wheldon's 13 Mini and Eric Cook's similar car. However, Wheldon went on to three after four laps and called it a day, and just as Mann was overtaken by Tony Rosen's 7.0

Mustang, Cook had a puncture and a mild shunt at the Esses, Mann's third place wasn't in too much trouble though, for Rosen was motoring faster than ever before, and when he lost it at Riches, he left it so far out in the country that he couldn't restart. However, during his meteoric climb from 10th after a first lap spin, he took off the 850 Mini of David Minter who was sufficiently incensed after being rolled into a written off heap to protest Rosen's driving. John Homewood brought the Kent Messenger Imp into an excellent fourth.

The Formula Libre finale was a bit of an antic max, for once Jim Crawford had taken Brian Martin's Martin for the lead, there was virtually no place changing. Andrew Barton had an excellent single seater debut in his latest acquisition, the Johnny Blades Lotus 89, quite a difference from his normal 1.0 Mini, to finish third from John Hardesty's Brabham BT 30.

Mini Series (8 laps): 1, Geoff Gilkes (Lawrence Mini), 16 m 01.8 s, 81.15 mph; 2, Dave Sambel (Mini), 16 m 12.3 s; 3, Mick Conard (Mini), 16 m 12.6 s; 4, David Evans (Mini), 16 m 34.4 s; 5, Martin Blunt (Mini), 16 m 54.4 s; 6, Roy Farley (Mini), 16 m 50.6 s. Fastest lap: Gilkes, 1 m 58.4 s, 82.34 mph (record).

Cubmans up to 1000 cc and 1001 cc to 1800 cc, modsports up to 1300 cc to 1501 cc to 2000 cc and over 2000 cc (8 laps): 1, Robert Glass (16 Midget), 12 m 52.4 s, 101.05 mph; 2, Noel Stanbury (16 Gryphon Midget), 13 m 08.6 s; 3, Herb Moger (16 Gryphon Midget), 13 m 44 s; 4, David H. Pearson (13 MG Midget), 7 laps.

Clubmans up to 1000 cc class: 1, Chris Cook (10 Midget), 12 m 52.4 s, 101.05 mph; 2, Noel Stanbury (16 Gryphon Midget), 13 m 08.6 s; 3, Herb Moger (16 Gryphon Midget), 13 m 44 s; 4, David H. Pearson (13 MG Midget), 7 laps.

Clubmans 1001 cc to 1800 cc class: 1, Glass, 10.05 mph; 2, Stanbury, 3 Moger, Fastest lap: Glass and Stanbury, 1 m 34.4 s, 103.15 mph.

Modsports up to 1300 cc class: 1, Hipperson, 57.89 mph; 2, Jeremy Roddier (16 Ginetta G4), 3, Pat Longhurst (16 Capri), Fastest lap: Hipperson, 1 m 47.6 s, 90.47 mph (record).

Modsports 1301 cc to 2000 cc class: no finishers. Fastest lap: Tony Dunderdale (16 Turner Mk 1), 1 m 41.4 s, 89.02 mph.

Modsports over 2000 cc class: 1, Rod Longton (30 TVR Tuscan), 82.20 mph; no other finishers. Fastest lap: Longton, 1 m 50.4 s, 88.49 mph.

Formula Atlantic final championship round (15 laps): 1, John Nicholson (Lynx Nicholson), 21 m 24.4 s, 113.74 mph; 2, Crin Vandenberg (March Smith 718), 21 m 27 s; 3, Peter Wardle (Surtees Le Mans 73), 21 m 53.2 s; 4, H. Ross (Kaiser), (GRD Swindon A73), 21 m 53.4 s; 5, Stephen Chouarrou (March RES 718), 22 m 06.4 s; 6, Brian Martin (March Pritchardson), 18 laps. Fastest lap: Nicholson, 1 m 27.8 s, 116.42 mph (record).

Formula Ford (8 laps): 1, Syd Fox (Hawke-Lloyd DL), 13 m 20.4 s, 97.49 mph; 2, Patrick Trave (Lola Singer T34), 13 m 21.4 s; 3, David McCallum (Van Diemen Scherer FA73), 13 m 35.4 s; 4, Mike Blanchet (Lotus Singer 41M), 13 m 36.2 s; 5, Robert Arnott (Merlyn Singer Mk 24), 13 m 36.4 s; 6, David Allen (Merlyn Singer Mk 27), 13 m 36.8 s. Fastest lap: Fox, 1 m 18 s, 94.55 mph.

Special saloons over 1300 cc (1001 cc to 1300 cc 891 cc to 1000 cc and up to 830 cc (8 laps): 1, Tony Strawson (47 Boss Capri), 13 m 42.4 s, 95.15 mph; 2, Peter Kitchen (13 Mini Cupman), 14 m 15.8 s; 3, Jeff Mann (17 Ford Anglia), 14 m 24 s; 4, John Homewood (30 Messenger Imp), 14 m 41 s.

Over 1300 cc class: 1, Strawson, 95.15 mph; 2, Mann, no other finishers. Fastest lap: Strawson, 1 m 38.2 s, 94.15 mph.

1001 cc to 1300 cc class: 1, Kitchen, 91.70 mph; 2, Geoff Gilkes (13 Cooper), 3, Barry Bathen (13 Ford Anglia), Fastest lap: Kitchen, 1 m 44 s, 95.81 mph.

891 cc to 1000 cc class: 1, Homewood, 88.19 mph; 2, Dennis All (30 Hillman Imp), 3, John Watson (10 Mini), Fastest lap: Homewood, 1 m 44.8 s, 91.35 mph (equal record).

Up to 890 cc class: 1, David Enderby (Mini), 89.20 mph; 2, Barry Yaxer (Mini), 3, Keith Watson (Mini), Fastest lap: Enderby, 1 m 55.4 s, 84.19 mph.

Formula Libre (8 laps): 1, Jim Crawford (16 Chevron-RS 85), 12 m 46 s, 106.92 mph; 2, Brian Martin (16 March Pritchardson), 12 m 26 s; 3, Andrew Barton (16 Lotus Extern FV 49), 12 m 31 s; 4, John Hardesty (16 Abraham R15 PVA 8730), 12 m 49.2 s; 5, Philip Gurnea (16 Brabham Coventry FV 8710), 13 m 15 s; 6, Lorna Brough (16 GRD Vagabond 373), 13 m 32 s. Fastest lap: Crawford, 1 m 26 s, 110.86 mph (record).

BOB CONSTANDUROS

and pass Adamson with one lap to go. Gamble was really motoring his car and closed right up with Litherland on the last lap to finish behind, with Adamson 1.4 s later. Peter May played a bad stroke at the hairpin on the second lap and fell from third to seventh in the Arkley SS. Some press-on driving brought him back to fourth by the end after Eike Wellhausen's E-type had retired with a puncture. The three MG TCs of Dave Clewley, Pete Creswell and Garry Brown carried on a merry tussle at the head of their class with Creswell gaining the upper hand at the very last moment from Clewley Brown.

Hugo Hoyle led one lap of the Mini-Se7en race but his glory was short-lived for Mick Moss was in championship-winning form and soon pulled past to win by a comfortable 3.6 s. Hoyle was in danger of being caught by Tony Westbrook's Mini but that stopped with clutch failure and it was Dave Parry and Chris Tyrrell who took up the challenge. Parry, equalising the class record, dealt with Hoyle at half-distance and closed a little on Moss but at the finish he was still only marginally ahead of Hoyle and Tyrrell. Graham Wookett retired from fifth on the last lap when a plug blew apart.

Stuart Baird took his Merlyn Mk 24 home after securing pole position for the Formula Ford race and it was John Murphy's new Hawke DL11, from the outside of the front row, which took the lead from middle man Steve Jefferies (Merlyn Mk 20). These two utterly dominated the race with Jefferies, going better than ever, shadowing the fast Irishman closely until the last lap when a back marker caused an alarming moment at Gerards and he eased off a little. John Bright's Scalextric-sponsored BPG RA3 was always third but at the end Richard Willerton's Phoenix and John Stevens in the works Jamun T3 were breathing down his tailpipe.

MALLORY PARK

Dick Mallock the master

The last Mallory Park meeting of the year on Sunday featured the final round of the ShellSport Clubmen's championship and once again this class of racing, to be renamed Super Sports for 1974, provided some excellent racing. Dick Mallock, already assured of the championship some weeks ago, and with his car up for sale, still outclassed the opposition but both Frank Sytner and Barry Foley ran him close. Martin White made sure of the Gregor Grant title for the 1-litre class although Peter Cooke and Creighton Brown beat him into third place. Mick Moss won yet another Mini-Se7en Formula event, thereby clinching the Bob Fox award for the year with three rounds still to be run. Organisation was in the hands of the London CC who seemed to find lining cars up on the grid too much for them.

Ten minutes late, the 750s had been assembled into some sort of order and they dashed off towards Gerards to begin a really exciting scrap. John Bryning took an early lead in his Viking LD17 but Mike Street went by in the DC Plus at the hairpin, with Bob Simpson's Reliant Special in hot pursuit. Again Bryning took the lead at Gerards only to be repassed by Street on Stebbe but the next time round the Viking stopped altogether when a low-tension lead came loose. At the same time Simpson had passed Street, as had Mike Whatley's Marlin, and this pair arrived at the hairpin together, where Simpson spun. Street clipped the front of Simpson's car as he squeezed past and the latter retired, while Whatley opened up quite a gap in the confusion. Indeed it looked to be the Marlin's

race but Street recovered well and took the lead again at the hairpin on the penultimate lap. Whatley came back, however, went round the DC Plus at Gerards and just held on to win by 0.4 s. In the excitement Iain Miller's DNC Mk III had crept up on the leaders, having dealt with Tim Green's Time, and finished third only 0.4 s adrift of Street. All three claimed a new class record in a splendid race.

The MG16 Minis were less than thrilling. Championship leader Phil Spurling made a slow start from pole position but took over the lead on lap 2, setting fastest lap of the race in the process. On Stebbe Straight for the third time a pushrod jammed, ending Spurling's race and handing the lead back to its former occupant, Dudley Fisher. The latter, who enjoys sponsorship from the Status Quo pop group carried on to win comfortably from Spurling's former mechanic Phil Johnstone, and Martin Enns.

Despite a championship race at Thruxton, there was a healthy modsports entry amplified by a good collection of T-type MGs having a round of their championship. Bryan Litherland was having his first race in the ex-Brian Murphy E-type which has replaced his Elan, and put the yellow car to good use by taking pole position. However, it was Jim Adamson in the Steve Leech Plant Hire Ginetta G4, the smallest car in the race, which took the lead and held off the Jaguar for four laps before power told. Behind these two just about every other car was involved in one huge battle from which Richard Gamble's smart rebuilt ex-Roger Enever 1.3 Midget emerged to catch

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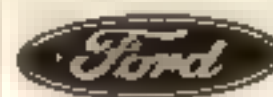
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Doug Bassett concluded a very disappointing season by retiring his Alexis Mk 238 from fifth place after clipping a kerb and damaging the steering at the Esses, just as he seemed to be finding some of his 1972 form.

Some all-night work by Chris Meek's mechanics enabled the Princess Lta Escort BDG to start the Special Saloon event with a new

diff and, to no one's amazement, the Leeds property developer won despite being without top gear after slicing past John Calvert's Escort BDA at the Esses on the first lap. Calvert had his work cut out holding off Jeff Allam's Viva GT and Paul Taft's 1.3 Cooper S, young Allam driving the Vauxhall very capably to draw alongside Calvert as

they took the flag. Taft was just behind, a secure class winner, while George Hard's Cooper S earned its second 1-litre class win of the weekend.

There was a capacity grid for the Clubman's finale with Dick Mallock easily fastest in practice in the "works" U2 Mk 12. However, his start was a little too casual and allowed Frank Sytner to take the lead in his Martin Hall Steel Tubes Mk 11B from Pete Cook, whose U2 was going well when the flag was still on its way up! Barry Foley's patron Saint Bruno was well stoked-up in third and moved past Cook and Sytner to take the lead on lap three. Mallock meanwhile was closing on the leaders, passing Sytner a lap after Foley had, and then taking over the lead when St Bruno's diff cut up rough at half distance. After that Mallock kept Sytner just where he wanted him without risking his machine, Cook fell back to spend the race doing with Malcolm Jackson's BGL Mk 1, took third on the road and somehow kept it in the results presumably because the Judges had gone home to sleep. Another close struggle for fifth just went to Ruarl Gillies (Gryphon C73) from Rob Cochran's Bladon BRLS. Vernon Davies, recovering from his Silverstone shunt, had a go in Steve Russell's U2 Mk 12 but retired from a gentle seventh when his visor became covered in oil.

In the 1-litre category Peter Cooke at last had the David Childs Centaur sorted to his liking but too late to retrieve the Gregor Grant award from Martin White despite winning the class and equalling Noel Stanbury's 1971 record. Creighton Brown's U2 was never far behind Cooke without ever really challenging him while White clinched the prize with third place. Martin Young was not allowed to start his U2 as fifth reserve while Derek Walker's Ladybird never arrived so the class positions remained unchanged despite double points.

IAN TITCHMARSH

750 Formula Championship round (8 apr) 1. Mike W. 1:47.2 (447) 2. M. 1:48.0 (448) 3. J. 1:48.5 (449) 4. P. 1:49.0 (450) 5. B. 1:49.5 (451) 6. M. 1:50.0 (452) 7. M. 1:50.5 (453) 8. P. 1:51.0 (454) 9. M. 1:51.5 (455) 10. M. 1:52.0 (456) 11. M. 1:52.5 (457) 12. M. 1:53.0 (458) 13. M. 1:53.5 (459) 14. M. 1:54.0 (460) 15. M. 1:54.5 (461) 16. M. 1:55.0 (462) 17. M. 1:55.5 (463) 18. M. 1:56.0 (464) 19. M. 1:56.5 (465) 20. M. 1:57.0 (466) 21. M. 1:57.5 (467) 22. M. 1:58.0 (468) 23. M. 1:58.5 (469) 24. M. 1:59.0 (470) 25. M. 1:59.5 (471) 26. M. 2:00.0 (472) 27. M. 2:00.5 (473) 28. M. 2:01.0 (474) 29. M. 2:01.5 (475) 30. M. 2:02.0 (476) 31. M. 2:02.5 (477) 32. M. 2:03.0 (478) 33. M. 2:03.5 (479) 34. M. 2:04.0 (480) 35. M. 2:04.5 (481) 36. M. 2:05.0 (482) 37. M. 2:05.5 (483) 38. M. 2:06.0 (484) 39. M. 2:06.5 (485) 40. M. 2:07.0 (486) 41. M. 2:07.5 (487) 42. M. 2:08.0 (488) 43. M. 2:08.5 (489) 44. M. 2:09.0 (490) 45. M. 2:09.5 (491) 46. M. 2:10.0 (492) 47. M. 2:10.5 (493) 48. M. 2:11.0 (494) 49. 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Last fling on the rough for Adrian Boyd's REV 120K

LVX 942J for Adrian Boyd

R. E. Hamilton Ltd, the Belfast Ford dealers under the direction of team manager Robert Taylor, have just acquired a new car for the Lombard and Ulster Rally Team. It is the ex-Roger Clark Escort RS1600, LVX 942J, which will first be driven with Lombard and Ulster colours by Adrian

Boyd on the RAC Rally. For the RAC the car will be fitted with the 1800 cc BDA engine from the current Adrian Boyd car with which he won the Manx partnered by John Davenport. LVX will be kept exclusively for forest stage rallies while REV 120K will be reprepared for all tarmac rallies

Steinmetz G2 Opel for Wilson

Scottish driver Ian Wilson, third overall on this year's Shell Scotman Rally Championship, has now taken delivery of a new left-hand drive Opel Ascona 1900. On the first outing with the car the Scottish Opel Rally Team crew of Ian Wilson with navigator Peter Anderson were fourth overall of the Border Rally. The car was run with a 1800 cc Group One engine as a shake-down for

the car's next appearance on the RAC Rally when the car will be entered in this category. During the winter a full house Group Two Steinmetz engine will be fitted for tackling the '74 Scottish Championship series and RAC Championship rounds. SMT, the Glasgow Opel Distributors are sponsoring the team for 1974

● The RAC published last week the names of entrants whose applications to compete in the International RAC Rally had been accepted, together with another list of who have definite entries in the Clubmans Trophy. Every one who entered and who offered to compete only on the Clubmans Trophy (the one-day tour of Yorkshire forests on Wednesday) was accepted. The names of 100 or so leading competitors were chosen as assured entries and the others were taken on a ballot system. There will be 80 stages in all, 68 forests, nine either concrete or tarmac and three of mixed surfaces. On the "Welsh" loop there are 37, on the "Scottish" loop 35 and the Yorkshire run provides the other eight. Total miles are 2,244

● Provisional results to September 30 have now been released for the Egg Rally Award Series. Entries for the series are still arriving and the total may possibly reach 500 with the present total of those registered standing at 460 competitors. Results will be published each month terminating in the prize presentation in mid-February. Provisional placings at September 30 showed Chris Beddow to be leading with 302 points amassed from R. Platts at 284 and R. Gramson third with a total of 277 points

Iliffe wins Gold Star

Final positions in the BTRDA Gold Star Rally Championship after the Hercock Simpson Rally last weekend are now provisionally announced as follows. Drivers: 1, Richard Iliffe 98 points from (8) events; 2, Paul Appleby 91 (7); 3, Tony Drummond 83 (6); 4, Malcolm Wise 70 (8); 5, Bob Chapman 68 (7); 6, Graham Lepley 64 (6); 7, Paul Gilligan 59 (8); 8, Reg Mullenger 57 (4); 9, Ian Harwood 52 (5); 10, Vin Huxley 48 (7). Co-drivers: 1, Stuart Iliffe 105 (8); 2, Keith O'Dell 95 (7); 3, Simon Bretherton 91 (8); 4, Chris Gray 86 (6); 5, Peter Oddie 78 (6); 6, Malcolm Harvey 71 (6); 7, Richard Morris 44 (5); 8, George Handley 38 (4); 9, Neil Carter and Colin Francis 34 (3)

● Chris Solater now has no rally car. He has just sold his Kleber Wheelbase Escort RS1600 to Irish driver Billy Coleman who collected the car last Saturday with a view of entering the Cork 20 rally and then the RAC

Liquidated Clan are now fined

The Clan Motor Company of Washington, Co Durham, were fined £200 last week with £50 costs in connection with their application for homologation earlier this year. The application was originally submitted when Woolworths had hoped that Andy Dawson could tackle a season of international events in the car

● The Ulster Automobile Club's final evening of their successful 1973 Rally School took place yesterday evening at the Park Avenue Hotel, Belfast. The Ulster AC, with assistance from R. E. Hamilton Ltd and Lombard and Ulster, assembled for the forum a distinguished panel consisting of Adrian Boyd and arch rival Cahal Curley, Malcolm Neill, clerk of the course for the Circuit of Ireland, John Davenport and Tony Mason. The panel was chaired by the Rally School "Headmaster," Alan Tyndall

GP star to attend Cork 20 Rally

Ronnie Peterson will be in Ireland next month to present the prizes at the Fit Cork 20 Rally. The two-day event will be held over the weekend of November 3-4 and counts for the National Rally Championship. Seventy entries have been received by the Munster Car Club. For the sixth year running the rally will be sponsored by the Kilkenny-based Fit Tyre Services organisation and there will be over £1,000 worth of prizes to be won in the various class and special awards sections. The Cork 20 will start on the afternoon of Saturday, November 3, for a route incorporating 12 forest special stages. On Sunday the crews will tackle a 120 mile circuit of closed public roads

Statement from Andrew Dawson

A statement was recently issued by John Willment (Mitcham) Ltd and Andy Dawson concerning the illegal engine of their Group One Escort Mexico. The engine was found to have polished and reprofiled ports, valve stems and a slightly higher compression ratio. Andy Dawson wishes to make it known that he was assured by Vegantune, the suppliers, that

the engine was totally in accordance with the regulations

Although Dawson could have been excluded from the championship for the year only his points were scrubbed and the Willment/Thor car was out again on the Border Rally last weekend finishing in tenth place using a home-built engine

Japanese Datsun mechanic shows how light the skid plate fitted to the 240Z is. The shield is made of glass fibre for the RAC Rally cars



Drummond wins final BTRDA round



Tony Drummond Chris Gray on their way to winning the Hercock Simpson

The Star Valley Motor Club of Leicestershire presented their second annual Hercock Simpson Trophy special stage rally on Saturday October 27, 1973. Tony Drummond (Chris Gray emerged Victors beating last year's winners, brothers Richard and Stuart Iliffe by 59 s with the West Country pair Bob Chapman Simon Bretherton a further 31 s in arrears after 14 stages. This was the final qualifying round of the Esso Uniflo BTRDA (British Touring Rally) championship and Cars & Conversions Clubmans Rally Championship, due to cancellation of the last two qualifying events. Richard Iliffe had already made sure of the latter championship but had to finish this event in a reasonably high position to also win the BTRDA championship. This he did in a most convincing way and brother Stuart won the co-drivers' section.

The rally started at noon from sponsors Hercock-Simpson Ltd's, Leicester garage with Ford Escorts completely dominating the scene. The first non-Escort started at 20 with Mike Ranger John Martin in a 994 Imp due to the late arrival of the number 10 entry of Mark Gierowski with a Porsche Carrera. Co-driver John Taylor waited at the start patiently and they eventually started number 52.

The local Iliffe brothers were first Escort away using a 1700 BDA engine and Paul Appleby Keith O'Dell were next using a 1648 BDA unit as the large Mexico engine has not been rebuilt since its recent "blow up" on the Moss Tyres rally. Drummond was next up using a 1905 BDA engine Graham

Lepley Martin Harvey were at four using an ex-Roger Clark left hand drive works car with 1800 BDA power while the identical sister car (both used in the Hong Kong rally) was at 16 crewed by Dick Beeby Peter Marshall. Both these combinations did very well and they finished seventh and eighth overall only 2 s apart with Beeby the higher placed. At five came Paul Giligan Peter Oddie, then Bob Chapman Simon Bretherton and Malcolm Wise Rod Palmer both with twin cams and the Vin Huxley Neil Swain 1800 BDA and Terry Bartlett Roy Wilcox with an 1800 Twin Cam at nine.

An 18 mile run out led the rally to Stage One at Blockbrook Reservoir a short muddy farm track with a nasty bump towards the finish. David Stokes N Mills (1590 cc Escort TC) went out when the flywheel came off after an all-night building session. Appleby "yumped" and landed badly, the steering rack holding the sump but put up equal fastest time with Huxley 23 s over bogey and one in front of Iliffe and Drummond. Stage Two was at Bardon Hill and consisted of 1½ miles of loose tarmac track going through an open quarry. Drummond was fastest with 1 m 57 s, 1 s in front of Chapman who was the same amount in front of Appleby who was now running without a sump guard and losing a lot of oil. Roger Whittall-Williams was using his ex-Ian Harwood Escort Rover but retired after this stage.

Wilbarston airfield was the venue for an all tarmac stage with Iliffe, despite having

gearbox selection problems, beating the Carrera of Gierowski by 4 s. An enjoyable little forest stage in Harrys Park came next with Drummond beating Iliffe and Appleby now running way down the field due to the holed sump, which he had been unable to repair by 1 s.

Stage five at Fermyn was cancelled due to faulty watches and Mike Fisher/Jeff Colborne (Escort RS) could not believe their luck at the rally finish because the throttle cable had broken on the stage and they took 7 m longer than most competitors. Ranger Martin (Imp) were to be seen no more. A 15 mile run took the rally to Stage six at Fineshade Forest and here both Kennedy, Palmer (Cortina Lotus) and Conley, Ward (Imp) rolled badly. The Imp's rear suspension had collapsed and the car was written off with the driver being taken to hospital. Graham Lepley was going well in the ex-works car and put up equal fastest time here with Iliffe, 16 s over bogey; he then put up fastest time on the next stage at Luffenham Airfield with a time of 1 m 39 s.

Stage eight was a very rough, bumpy, uncompetitive affair at Kelton Quarry and the remarkable thing was Gierowski's Carrera doing 4 m 52 s, the fastest time. Retirements here included Reynolds/Clark (Imp) with a holed sump, Brierley/Glover (Mini) rear sub-frame broken, and Rodericks (BMW) which lost a wheel. Acres went off but continued, Ewles punctured, Appleby still had no sumpguard and with oil leaking "cruised" round and Wise got lost. Exton road five miles south of Grantham where surrounding five miles south of Grantham were sur-again fastest in 5 m 32 s, Iliffe did 5 m 38 s and Bartlett 5 m 40 s.

There was now a short run to the half way stop at Motorway Services on the A1 road five miles south of Grantham where surprisingly there was not a time control. Drummond was in the lead with penalties of 361 s with Iliffe on 368, Chapman 405, Appleby 413, and Wise 417 in fifth place. Stage 10 should have been at Sakby airfield but when competitors arrived the organisers were still trying to sort out last minute problems and sensibly cancelled the stage.

It was dark when the first cars reached the next stage called Pickworth a 1½ mile bumpy track. Chapman was quickest with Drummond 1 s behind.

Stage 12 was Exton being run for the second time. This was the end of Paul Giligan whose Escort collected a hole in the sump and the engine overheated while Beeby hit a rock and went off but got going again.

Mike Fisher's Escort sponsored by Corgi toys was fastest with the same time as the Carrera did on the earlier stage 5m 32 s with Drummond 1 s behind and the rest at first three places only. However, the rest of least another 20 s in arrears. Stage 13 was Luffenham in reverse direction with the Carrera 7 s faster than anyone else. Next came Fineshade exactly the same as stage six except that it had been shortened slightly and Iliffe took 36 s over bogey time with Chapman 1 s behind.

Stage 15 was Fermyn almost 4 miles of forest and the first bend caught out Gierowski, his Carrera going off into the ditch and retired. Chapman put up FTD, 1 s faster than Drummond. Wilbarston Airfield in reverse was the final stage and Drummond got round in 3 m 46 s, 11 s clear of David Ewles/Chris Lambourne (Escort RS).

A short run took competitors back to the ideal finish at The Hunting Lodge, Cottingham. Results were rather a long time forthcoming and most people left knowing the the organisation had been competent and everyone appeared satisfied with the day's sport.

1 Tony Drummond Chris Gray 1600 Ford Escort RS 1600 655 s 2 Richard Me J 1600 Ford Escort RS 1600 714 s 3 Bob Chapman Simon Bretherton 1600 Ford Escort RS 1600 745 s 4 Paul Giligan Peter Oddie 1600 Ford Escort RS 1600 764 s 5 Malcolm Wise Rod Palmer 1600 Ford Escort RS 1600 813 s 6 Gary Hubbard Roy Adams 1600 Ford Escort RS 1600 813 s 7 Dick Beeby Peter Marshall 1600 Ford Escort RS 1600 813 s 8 Graham Lepley Martin Harvey 1600 Ford Escort RS 1600 813 s 9 Vin Huxley Neil Swain 1600 Ford Escort RS 1600 821 s 10 Brian Be Tom Robinson 1600 Ford Escort RS 1600 821 s

Paul Giligan Peter Oddie retired with overheating on Exton Two.



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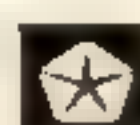


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SILVERSTONE

First round to Bob Rose

The first of this season's five meetings in the Silverstone Sprint Championship attracted nearly 100 competitors to a cold but fine day on the club circuit last Saturday when Bob Rose, in his recently acquired McLaren M14, took BTD. He blasted round three laps of the circuit in 2 m 1.2 s to leave the rest of the 15-strong racing car class behind by more than 8 s. However Rose collected only 24 pts in the championship based on one point for every second improvement over a class boy and the man of the day was Malcolm Allen in his 898 Cooper who collected a provisional 44 pts in the roadgoing saloon class (up to 1000 cc). Next highest points scorer was John Corfield in his Martin BR10 who collected 36 points in the 1151-1600 cc sports, GT and sports racing class. In the 14 classes all the winners scored 22 pts or more.

Malcolm Allen had only one other contest in his class at the start of proceedings but even so he went like fury and his time of 2 m 44.0 s made the class bogy time of 3 m 28.8 s look ridiculous. Murray Henderson, also in the Cooper, did 3 m 5.2 s to collect 20 pts. With eight cars in the next class, up to 1300 cc, T. C. Croft reduced the bogy of 3 m 52.2 s to a class-winning time of 2 m 36.2 s in his Cooper S and he finished 9 s up on Mrs Pauline Richardson who put it across her husband Ian by a clear second in their family Cooper. Stephen Courts (Escort RS) took the over 1300 cc class in 2 m 34.2 s to be in the 30-plus bracket ahead of Jeremy Holt's Capri.

Quickest of the up to 1000 cc special saloons was Colin Rogers in his Cooper who got down to 2 m 28.0 s, winning the class by 1.4 s from Basil Dogge (Imp) and also collecting 30 pts in the championship. In the up to 1700 cc class it was Coopers first and second Jack Davies taking the class in 2 m 31.0 s against a body of 2 m 53.2 s and he was just over a second up on Dave Carvett.

Seven entries in the over 1300 cc class were headed by Peter Bennett in his Anglia and he gained similar points to Davies for he returned 2 m 20.8 s against a bogey of 2 m 42.2 s. The production sports class, up to 1300 cc and in road trim, went to Brian Tavender in his Ginetta G15 who had a best time of two runs in 2 m 32.8 s to collect 30 pts and he was 8 s quicker than the Midget of Tony Batten. Things were closer in the bigger class where Eian man Paul Bernan did 2 m 33.2 s to beat Raynor Kershberg (Elan Sprint) by a second with Paul Kempson (Lotus 7), a further second away in third.

Russ Ward suffered a rare defeat in the 1300 cc production sports class where he had to give best to Peter Winter in his Midge. Winter turned in 2 m 28.8 s to pip Ward (Sprite), by two-tenths and Ward only collected second because Bill Lancashire (Midget), had the same time but only did one run. The five entries in the over 1300 cc class were led home, as expected, by Mike Overton's Marcos but he had a struggle before beating Mike Trye's Eian by fourth-tenths. In the final category the Ferrari Daytona shared by Robbie Gordon and Ron Collings took first and second, Gordon collecting a goodly number of points by returning 2 m 14.8 s against a bogey of 2 m 45.6 s.

With only three entries the 1150 cc sports racing class was a benefit for Len Gibbs in his Daren GT who was 23 s ahead of Gordon Foster's Mallock U2 but John Corfield and Frank Aston (Gropa) were only 24 s apart in the battle for honours in the 1600 cc class.

With all the racing car boys grouped in one class a boggy of 2 m 250 s was easy meat for the majority. With Rose miles in front of everyone else on sheer power, it was left to Charles Richardson's Lotus 41C to fill the runner-up spot on 2 m 9.4 s with Bryan Smail (F3 Tecno) third on 2 m 10.8 s.

Next round of the championship is this Saturday when the organising club will be Sporting Owner Drivers' Club.

[illegible]

Last Saturday's STP pro/sports race featured this back-to-front type start with Chatburn, Hathaway and Tiff on the front

TRIAL

Owen's Dellow wins at Afonwen

Liverpool MC attracted 36 competitors for their production car trial at Afonwen near Mould, Flintshire, last Sunday, where the best performance overall was achieved by the Del low of R. A. C. Owen who dropped 69 marks on the 30 sections. The club arranged five

classes and divided each one into categories for cars with and without the ordinary tyres for the vehicle. Lowest score was achieved by Roy White's Imp., which won the specials class (it had no windows), with a total of 52 marks. The same car, driven by P. Ellis, was second in the class on 57 marks.

Overall B A = 67 m/s
Fast winners, Red Mary (type) R cm E
Town & Country type
Best overall em road type A
Eric L. supergl B S S m/s
Lad's award 40 m/s 137 m/s
Horse R M's name M F 151 m/s

RALLY

Fog cuts field

Fog was the main reason why only 22 crews struggled to the finish of the Carver-Traders closed rally organised last Saturday night by Burnham on Sea MC which had started with 43 crews tackling a 105-mile route on OS 164, 1 & 177. Winners, after leading throughout, were Andy Butt and Tom Green in their Escort TC who dropped 17 m 50 s to win by nearly 5 m. This was Green's third success on the event, he won it as a driver last year and the year before he was in the navigator's seat. Butt finished second last year.

At the halfway mark Butt/Green had a minute in hand over Mike Nixon/Andrew Bodman in a 1600 Anglia, with Ed Hardy/John Walker third in their Clubman GT, a further minute down Nixon/Bodman had a poor second half and finally dropped to sixth overall. Butt and Green took the Carvers Trophy for winning the experts class while the Traders Cup for the best novice crew, only five crews from 18 starters finished, went to Peter Vile and Rod Wyatt in an Imp on 29 m 50 s. Dave Stagg/Tony Brown were well up with the leaders in the first half in their Anglia until they slid into a bank when they lost their brakes.

A H J T C G C M SO E
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 29 m 11

RALLY

Good performance by Martin Watson

It was the survival of the fittest last Saturday up north when only 39 crews from a field of 120 completed the 185 mile Super Visco Regent Rally organised by Stockport MC on OS 108, 116 and 117. But the crew that won, Martin Watson and Jeff Hignett (Escort TC) earmarked themselves for a bright future as they led several far more experienced crews throughout a good event to return a score sheet with 34.64 penalties and they finished about six minutes ahead of Brian Roe/Peter Forrester (Mexico), who collected a bottle of champagne for fastest on the two select legs.

In a first half notable for the number of retirements, Ron Yates/Ken Jones retired their Escort TC after a shunt when the pressure was really on, Roland Young/Dave Cowell called it a night after Young had spun their Mexico out of contention and Ian Lawless/Martin Coleman got thoroughly soaked when they arrived at a ford at full steam with the windows open. The force of the impact cracked the exhaust manifold on their Escort TC and they disappeared. Other main talking point on the event was the lack of petrol available at the halfway halt which affected in the main the later semi-experts and the novice crews. The halt had been changed at the last moment but even so crews who wanted to carry on had to go to an all night station in Holywell for replenishment.

In addition to the fine win of Watson/Hignett, semi-experts class winners B and O Powley brought an ancient Mini through to fifth overall and the best novice crew, G Bardsley D Schouler (Cooper S), were 11th overall.

Overall		Gender		Marital Status		Age		Education		Occupation		Income		Health		Lifestyle		Social		Environment		Family		Community		Culture		Religion		Values		Attitudes		Behaviors		Outcomes																																																																
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CROFT

Taylor breaks record in convincing win

A good crowd saw the Martins Texaco Rally cross championship get off to a fine start at Croft last Sunday, with Embassy European rallycross champion John Taylor taking the overall honours, as well as 2.4 s off his own lap record. He drove his 2 litre BDA-engined Escort, with experimental suspension consisting of coil springs all round and a Watts linkage at the rear, to a 6.8 s win over Nick Jesty's Wessex Racing 1400cc Mini. Tony Drummond, fresh from his success on the Herecock Simpson Rally on Saturday, was third overall and won the knockout competition, a splendid performance considering he had had no sleep for two nights. The Jesty family had a good day, with Judith taking a great second place in the knockout.

The drizzle which had been threatening all afternoon kept away until the knockout competition, but the course got slower as the day went on, and the first run times were the ones that counted. Among the non-starters were Drew Gahachir and Jeff Williamson. John Clarkson was a late entry along with Taylor and George Warren, but arrived very shaken up with the dubious distinction of having rolled his Transit, with the Escort aboard, after a front tyre blowout. He understandably non-started.

The Darlington and District Motor Club decided to start the cars five at a time, and Tony Drummond, despite a half-spin on lap 2, shot away to win the first race with a 3 m 54.4 s, the time which eventually netted him third place. Robin Kinnear finished second in his Escort TC, followed by John Forrest's similar car. David Potter took his Cooper S to a 4 m 1.4 s win in race two, followed by Gilbert Richie's Mini and Frank Greenway's TC Escort. Race three saw the start of the show, John Taylor coming out and showing what rallycross is all about, and he did this in fine style by slicing 2.4 off his own record and winning as he pleased. This perhaps somewhat overshadowed George Warren, who did a fine sub-4 m run of 3 m 58.6 s.

Nick Jesty had a fine win in race four with a 3 m 45.6 s, 10 s ahead of Mick Bird, who was still one of only seven drivers to get under 4 m. Last year's champion, Peter Vaughan, did not have a very good day, for although he recorded a 3 m 54.8 s to win event five, he had a 10 s penalty for marker knocking, and this put him out of contention for honours, though he still managed 11th overall. He had a close race with Phillip Lilley, who was only 3 s behind at the finish.

Pip Carrotte won race six with a time of 4 m 1.2 s, with Dave Fuell piling on the coals less than 2 s behind. Judith Jesty showed a glimpse of things to come with a fine run of 4 m 7.0 s. Some fine drizzle greeted the drivers in event seven, which was won by Keith Stone's immaculate 1300cc Cooper S in 3 m 58 s. He was over half a minute ahead of Eric Fletcher's 1275 cc Mini. The last race of the first runs, event eight, was a close-run affair between four Minis, with Ray Smith's Nagspeed version finally taking the honours on 4 m 8.0 s. Iain Gardner took a definite dislike to the markers, and incurred 15 s in penalties for his trouble.

Race nine started the second runs, and was predictably won by Drummond. John Forrest spun his Escort and retired. Nick Jesty drove another good race to win event 10 with ease from Kinnear. Andrew Stout was left struggling on the grid at the start of race 11

which Mick Bird won with a very good time of 4 m 0.8 s. A fully s... was quite a sight, but Bird nearly lost the... on the last corner of the last lap and probably caused the man with the chequered flag to say his prayers as well.

We actually had the amazing sight of John Taylor being outdragged as far as the first corner on his second run, but he had the inside line and demoted George Warren to second place. That is how they went over the finish line, but Warren nearly lost second place when he spun on the last corner. He also had a 5 s penalty, but next man home John Cockerill had a spin and 25 s in penalties so that put him out of the running. There was bumping and boring at the start of race 13, and Rex Hanson indulged in a quick spin but continued. Phillip Lilley took fastest time with his rapid Cooper S, followed by Iain Williams.

Keith Stone put up the most consistent performance of the day, with only 0.6 s difference between his two runs. His second run time of 3 m 58.6 s was beaten only by Taylor and Mick Jesty. Iain Gardner provided the excitement in race 15 by rolling into the ditch on his second lap. He was unhurt and drove the car back to the paddock after the race. Dave Fuell took the honours, with a 4 m 0.8 s, an identical time to Mick Bird's second run. The final race of the second runs was won by Dudley Stock in 4 m 11.0 s.

The knockout competition attracted 24 entries which conveniently made four races

of six cars. The first three cars in each race went into the semi-finals, and these in turn produced Tony Drummond, Robin Kinnear, John Cockerill, Judith Jesty, Dudley Stock and David Potter to give us a final. Potter unfortunately non-started. Drummond led in a spectacular manner from start to finish, putting the car at some impossible angles. Judith Jesty showed the rest of the men the way home with an excellent drive into second place, followed by Stock, Kinnear and Cockerill.

If this meeting is anything to go by we are in for another good series of rallycross at Croft, and one hopes we will see more of drivers of John Taylor's calibre. The course is popular with the drivers, and these were murmurings to the effect of it being ideal for a European round. One can only wait and see but Croft surely deserves it.

JOHN HORNBY

Martins Texaco Rallycross Championship Round 11									
1	2	3	4	5	6	7	8	9	10
Taylor	Forrest	Drummond	Stock	Kinnear	Cockerill	Jesty	Warren	Hanson	Gardner
3m 54.4s	3m 58.6s	3m 58.6s	3m 58.6s	3m 58.6s	3m 58.6s	3m 58.6s	3m 58.6s	3m 58.6s	3m 58.6s
1	2	3	4	5	6	7	8	9	10
Drummond	Forrest	Stock	Kinnear	Cockerill	Jesty	Warren	Hanson	Gardner	Williams
4m 1.4s	4m 1.4s	4m 1.4s	4m 1.4s	4m 1.4s	4m 1.4s	4m 1.4s	4m 1.4s	4m 1.4s	4m 1.4s
1	2	3	4	5	6	7	8	9	10
Drummond	Forrest	Stock	Kinnear	Cockerill	Jesty	Warren	Hanson	Gardner	Williams
4m 1.4s	4m 1.4s	4m 1.4s	4m 1.4s	4m 1.4s	4m 1.4s	4m 1.4s	4m 1.4s	4m 1.4s	4m 1.4s

ITV's rallycross

A World of Sport rallycross meeting will be held at Lydden Circuit on Friday, November 8th organized by the Kentish Border and Tunbridge Wells MCs. The meeting is being telecast for subsequent showing on World of Sport and in addition to the usual open class there's a separate G1 category. Entries should be sent to Doug Jennings, 36 Wilman Road, Tunbridge Wells, Kent (Tel Tunbridge Wells 31216).

Great rallycross Lydden final

Britain's biggest ever rallycross takes place this weekend at Lydden. It's the final of the TEAC Embassy International rallycross series and contrary to recent reports, the series is still wide open with double points being scored in this event. In fact it's possible for nine competitors to clinch the championship which is being led by John Taylor's Escort on 59 points from Franz Wurz's VW on 54, Rod Chapman's Escort on 53 and Stig Blomqvist's Saab on 51. These four top the entry

list for Saturday's final with other leading entries including the de Rooy brothers in Dats, Per Eklund's Saab, Juhaani Kynsilehto from Finland who will be having his first drive in an Alpine and leading Mini men Hugh Wheldon, David Angel and Nick Jesty. Saturday's final will also be shown on BBC 1's Grandstand where there's a separate non-championship International rallycross at Lydden on Sunday starring many of the top names again.

Rod Chapman holds third place in the Wills Championship before Saturday's big final



AUTOTEST

First victory to Ballance

With vital positions in both the Castrol BTRDA Championship and the allied RAC Championship still to be decided there was a small but quality entry for the last round of the autotest championships organised by University of Swansea MC at the University last Sunday. BTD went to Peter Ballance, his first, with his 1340 cc Mini but the main excitement was reserved for the big Minis class where Phil Darbyshire (Clubman GT) came from behind to tie with Stuart Tayler, on the very last test and then won the run-off. Double champion Trevor Smith (Sprite) had to be content with a class win—the tight tests favoured the Mini brigade—and Tony Hunt had a rare win over Peter Noad in the big saloons class.

The University organisers arranged 10 tests and it was on the third test that Darbyshire set himself the big task of catching up when he clipped a pylon. Young Tayler, in his 1275 GT, kept going really well and Darbyshire had to drive hard to reduce the deficit and in his Graham Cooper prepared

car he finished dead level on the last test. With RAC Championship points at stake there had to be a run off and going first Darbyshire gave Tayler no chance by putting up the fastest time of anyone on the test. Thus he collected his class in the RAC series by one mark from John Larkin who had a poor day in his Cooper S.

Peter Noad also gave himself a lot of work to do with a penalty early on with his VW but he found Tony Hunt (Mexico), in no mood to relax and although the Wembley driver put in some really fine times in the later stages he had to be content with second just over 2 s down.

The only class winner not to have a penalty was Smith but even so he could not ease up at all for Cliff Robinson was in sparkling form in his supercharged Sprite and stayed within striking distance of the champion for most of the day. He finished over 12 s down and in turn was 18 s up on Barry Hunter (Sprite). For Ballance the day was the climax of a good season in which he has promised much at several events and on this occasion he put the entire lot together to clinch BTDA in 284.8 s, just under 4 s quicker than Smith. His win promoted him to third in class and he emerges as a real threat in his category for the 1974 series.

Overall P. Ballance (Mini) 284.8 s. Class winners: P. Smith (Sprite) 296.7 s. 7. Smith (Sprite) 298.1 s. A. Hunt (Mexico) 300.0 s.

Phil Darbyshire clinched a class title with his Clubman after a tie-breaker.



PRODUCTION TRIAL

Morgan antics

The Morgan Sports Car Club Nogantica Production car trial near Shelsley Walsh last Sunday, produced entries from 23 Morgan owners and they made up more than half the entry. Best performance went to Ross A. District member Robert Andrews who dropped only two marks in his Dellow on the 16 sections, his nearest rivals being the Minis of P. Bradley and P. Davies both of whom lost seven marks to head the FEFWD class.

Mike Causer (Escort) had a 10 mark winning margin in the FEFWD class with a total of 56 marks and in the huge sports car class the Morgan Plus 4 of Patrick Kennell got home by nine marks against C. Thorne's 4.4 model. Third, with 50 marks lost, was Brian Gilmora in his Plus 4 model. Bill Holt Jr, in his Morgan Plus 8 had to compete with the rear engined lads and did so successfully taking the best Morgan award in the class on 13 marks leaving VW men N. Mansell to win the class on 11 marks to the 20 marks dropped by R. Snape.

Overall R. Andrews (Dellow) 2 marks. 20. Class winners: P. Bradley (Mini) 7 marks. 56. Causer (Escort) 56 marks. P. Kennell (Morgan Plus 4) 5 marks. N. Mansell (VW) 11 marks. Best Morgan: N. Mansell (Morgan Plus 8) 13 marks. Ladies Award: M. C. Cooper (Morgan 4.4) 31 marks. Team: M. G. G. Centre.

● Mobil Oil Company Limited has decided to withdraw sponsorship of the Mobil Economy Run next year. The company has been associated with the event, organised by the Hunts and Berks Motor Club, for nearly 20 years.

A Mobil spokesman says of the decision: "Our basic objective throughout has been to demonstrate that ordinary motorists who anticipate road conditions carefully, can achieve excellent mpg results without sacrificing performance. But in today's circumstances faced with escalating costs and a tightening oil supply situation world wide, we have reluctantly decided that we can no longer sponsor a competitive motoring event, even one where the prizes have traditionally gone to the most economical drivers."

● Run mainly for novices the fifth annual Knighthawk Rally, organised by the Nat Westminster Bank MC last Saturday night, was won overall by Alan Carpenter and Peter Singleton in an Escort who dropped 17 mins on the 110-mile route and the Knighthawk Trophy went to the top novice crew A. Goodyer and L. Bain (Escort TC), who finished fourth overall.

With an entry of 50 competitors the organisers made life easy to begin with and very few crews had been penalised by one-third distance. Life then began to get tough and with short sections following each other crews found they had to cut controls to stay on time.

PRODUCTION TRIAL

Betteridge's double

For the second year in succession Brian Betteridge won the Trials Cup when the Midland Centre of the MG Car Club ran their Autumn production car trial at Newhouse Farm, Dunley, near Stourport on Severn last Sunday. Dropping 73 marks on the 34 sections Betteridge retained the trophy in his Sprite with an index of performance figure of 47 per cent against the 51 per cent of his nearest rival Denis Wells (Skoda), who took the conventional saloon class. Closest class struggle was among the rear engined brigade where Ray Bradley pipped Tony Millward, both in Imps, by a mere three marks.

Potential BTRDA Champion Geoff Spencer brought along his Cooper to tackle the opposition in the front engine fwd class and he pulled out an early lead over Alf Williams (Allegro) and Paul Breakwell (Clubman GT). The latter were evenly matched for much of the day but Spencer was always just that little bit ahead and he won the class by eight marks from Williams, with Breakwell a further eight in arrears at the conclusion. Denis Wells never had any trouble in winning his class with his Skoda and his margin of 50 marks at the end of the day reflected his superiority over Phil Shaw (Mexico), who in turn was streets ahead of the Fiat 124 of Ian Greenhalgh.

Among the sports car men competition was not particularly keen as Betteridge went out on his own from the start and Malcolm Brown and Ernie Foster, in Sprite and Midget respectively, could not match the performance of the Walsall butcher who proceeded to gain his first outright success with his Sprite. Brown had no difficulty in taking the class by an almost embarrassing margin.

Level at the end of the first 10 sections Messrs Bradley and Millward engaged in a tight struggle in the rear engined class but on the second lap Bradley eased ahead by two marks and with a further single mark gained on the last circuit he was home by three marks, the pair finishing well ahead of Austen May (Imp). In the class for pre-war MGs Mike Slynem emerged victorious in his TD model but not before he had to withstand a strong challenge from John Clifford in his J2 version and the gap at the end was only 11 marks while third place went to Michael Crumpton, also in a J2.

Overall: B. Betteridge (Sprite) 73 marks. 20. Class winners: G. Spencer (Cooper) 87 marks. D. Wells (Skoda) 78 marks. M. Brown (Sprite) 105 marks. R. Bradley (Imp) 118 marks. A. May (Imp) 129 marks. Team: Bradley, Wells, Bradley and Millward.

● Sheffield's One Eleven Motor Club scored a double first on October 21, not only were they the first club to organise an autotest at Sheffield's superb new traffic training ground at Lightwood, but they came away top points scorers in the Shell Yorkshire League event, 50 entries, the best turnout in the area for several years, had three runs at seven long, varied tests, and class one saw Brian Staves (1275 S) make BTDA from Dave Roberts (1275 GT), both from OEMC. Class two was dominated by Bob Needham (998 Mini) who was also fourth BTDA. Class three for high potential saloons saw a rousing scrap between Bob Bean (Fordure Mexico) and Mick Beadle (Crystal Mexico) resolved in favour of the rallyman, who excelled on test 7, resembling a mini stage. The two cars, which arrived on trailers, Alan Forrest's Anglia and Bob Moorhouse's Lotus 7 both hit a tree on this one, which must encourage them to drive to meetings! Class four for low potential saloons saw the wildly driven NSU TT of Simon Cork just scrape home from Pete Longmate's neat Datsun 1200. Alan Rogerson's very well driven 3500S Rover finished an excellent fourth. This wonderful site, with its maze of narrow, kerbed roads makes for great sport.

HIGH PEAK

Pearce again



High Peak winner Jack Pearce

For the first time in several years Sunday's High Peak sporting trial was held in bright weather over relatively dry ground. The Sheffield & Hallamshire Motor Club responded adequately to the challenge, laying out the ten sections over the attractive terrain to the best advantage. Again Jack Pearce rose to victory in a most convincing manner.

Most of the leading Northern and Midland contenders were amongst the 25 entrants only Norman Manser failing to make the start whilst Peter Blankstone felt foul of the scrutineer when the brakes were discovered to be lacking in hydraulics. Martin Griffiths, better known for his speed hill climbing prowess, made his debut at the wheel of a rather well used Alexis whilst Bill Evans brought his Beva out for the first time this autumn having now recovered from his recent illness.

With four rounds to be attempted during the day, two prior to lunch, the cars were despatched in twos to the hills giving no one the opportunity of fresh ground at the expense of his rivals. Such was the thought given to the layout of the sections that most were climbed at least once during the day by at least one person whilst many were to flounder at various points. Wet ground, adverse cambers and gradient were all utilised to test the control of the drivers, none presenting any real danger of tipping cars over or bringing on heart failure.

The close of the opening round saw Pearce with the loss of only ten points in a two point lead over the local wizard, Lol Hurt (BMC Special). These two had already a ten mark margin over Julian Fack in the now Hillman

Imp engine Cannon who in turn held at bay three drivers on 34, Ivor Portlock (Dryad), Robin Jager (Nymph) and John Dibble (Cannon). Laurie Brown was well in contact with his Aberties a point in arrears whilst he held a similar advantage over Evans (Beva) and Mike Smallwood (Delta).

No calamities were to befall the leading cars during the second round, although such was the competition that there were several place changes amongst the leading cars. Pearce turned in another round of ten to retain his lead, a score matched by Hurt to keep his second place. Fack's third spot remained intact although some skilled driving by Brown moved him on to the same total of 38. Evans increased the pressure to take fourth place ahead of Smallwood although both Jager and Dibble were beginning to fade slightly along with Ivor Portlock. Ray Hatton began to show well with a total of 52, enough to raise him a couple of places into eighth place.

Refreshed by hot sweet tea or something a trifle stronger thanks to the generosity of the "Rent a Hill" brigade, battle was rejoined upon the unyielding slopes for the third round. Lol Hurt was soon in trouble with a puncture in a rear tyre and retired to the paddock to change a wheel. His troubles were not to end there, a couple of unbelievable errors dropped him farther behind the Kincraft and allowed Julian Fack to close within seven points of second place. Mike Smallwood disappeared suddenly from the leader board as a result of a combination of bad luck and driver error, amassing no less than 47 penalties on the round to total 96.

Bill Evans, Ivor Portlock and Laurie Brown continued to make ground but with no hope of catching the very much "on form" Pearce as they entered the final tour. Putting seldom a wheel awry Jack Pearce recorded his second successive 14 of the afternoon to romp home by an enormous margin with Hurt comfortably second. A disappointing last round by Fack enabled Evans to usurp his third place and Portlock and Brown to draw level.

A fine drive by Don Williamson netted him seventh place, his Duncan lacking the power of the leading cars, being one of the few fitted with the old Ford side-valve unit.

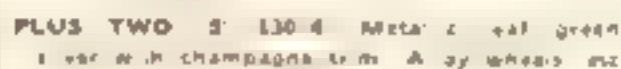
With the lion's share of the RAC and Semperit BTRDA points falling once more to Pearce he now holds a commanding lead in both championships. The Semperit Marshals' Jackpot was distributed in the form of torches and was won, most appropriately, by the Rent a Hill marshals.

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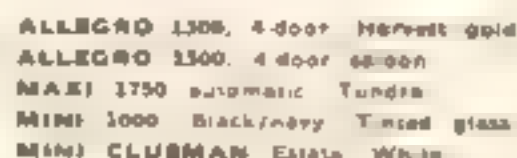


NEW CASE

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謝志偉 盧宇 陳志輝 謝志輝 謝志輝 謝志輝

MGE SPORTS 4 01 2014 070



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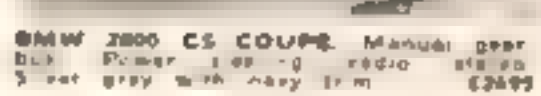
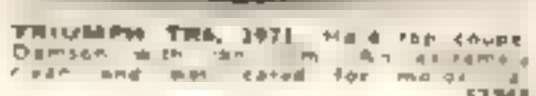
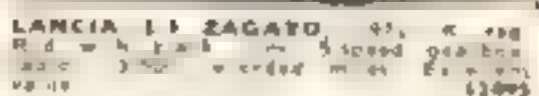
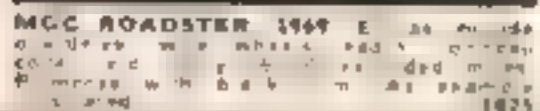
Hours of business: 10 am-7 pm Mon.-Sat. 10 am-5 pm Sun

JENSEN INTERCEPTOR MK III 1971
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K 1000 cc 4 cyl 4 spd 1600 cc 4 cyl 4 spd
LANCIA 1000 COUPE 1971 2 12443
K 1000 cc 4 cyl 4 spd 1600 cc 4 cyl 4 spd
LOTUS 1197
K 1000 cc 4 cyl 4 spd 1600 cc 4 cyl 4 spd
ALFA 1750 GTV 1971 2 12443
K 1000 cc 4 cyl 4 spd 1600 cc 4 cyl 4 spd
LOTUS EUROPA TW N CAM 1971 2 12443
K 1000 cc 4 cyl 4 spd 1600 cc 4 cyl 4 spd
LOTUS EUROPA TW N CAM 1971 2 12443
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LOTUS ELAN 1971 2 12443
K 1000 cc 4 cyl 4 spd 1600 cc 4 cyl 4 spd
RELIANT SCIMITAR GTE 1969 2 12443
K 1000 cc 4 cyl 4 spd 1600 cc 4 cyl 4 spd
TRIUMPH TR6 ROADSTER 1971 2 12443
K 1000 cc 4 cyl 4 spd 1600 cc 4 cyl 4 spd

[illegible]

LOTUS ELAN 1475 CONVERTIBLE 1969
 54 1/2" Boreman 19 1/2" w/h 10 1/2" x 15 1/2" RAC 3 1/2" 1969
 LANCIA PULVIA RALLYE 3 1969
 A m 1 1/2" x 15 1/2" 1969 1/2" 1969
 FIAT PARGO MOTOR CARAVAN 1969
 1 1/2" x 15 1/2" 1969 1/2" 1969
 Opel ASCONA 145 1969 1/2" 1969
 1 1/2" x 15 1/2" 1969 1/2" 1969
 LOTUS ELAN 1 1/2" 1969 1/2" 1969
 1 1/2" x 15 1/2" 1969 1/2" 1969
 TRIUMPH TR6 ROADSTER 1969
 1 1/2" x 15 1/2" 1969 1/2" 1969
 Daimler SP 230 1961 A 1961 1/2" 1961
 1 1/2" x 15 1/2" 1961 1/2" 1961
 Alfa Romeo 1500 GT 1965 1/2" 1965
 1 1/2" x 15 1/2" 1965 1/2" 1965
 MG6 GT 1967 1967 1/2" 1967
 1 1/2" x 15 1/2" 1967 1/2" 1967
 MG6 GT 1966 1966 1/2" 1966
 1 1/2" x 15 1/2" 1966 1/2" 1966
 Volkswagen 1300 SALOON 1964
 1 1/2" x 15 1/2" 1964 1/2" 1964
 TRUMPH 1300 CONVERTIBLE 1965
 1 1/2" x 15 1/2" 1965 1/2" 1965

FIAT 300 SALOON 1965 Fitted 700 cc
BMW engine Performance 1195
w/h 4 speed
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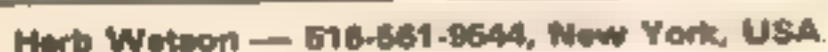
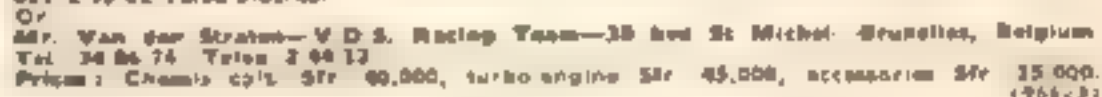
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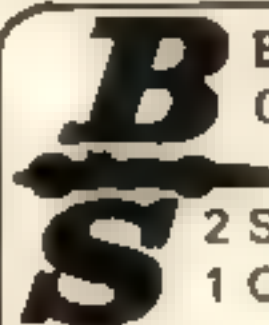
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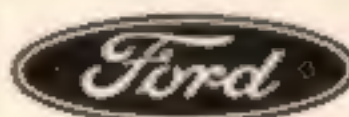
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